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# THE GREAT ROUND WORLD

AND WHAT IS GOING ON IN IT



HISTORY OF   
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# THE GREAT ROUND WORLD

A  
HISTORY OF OUR OWN TIMES

FOR BOYS AND GIRLS

PART VI.

APRIL 7 to JUNE 30  
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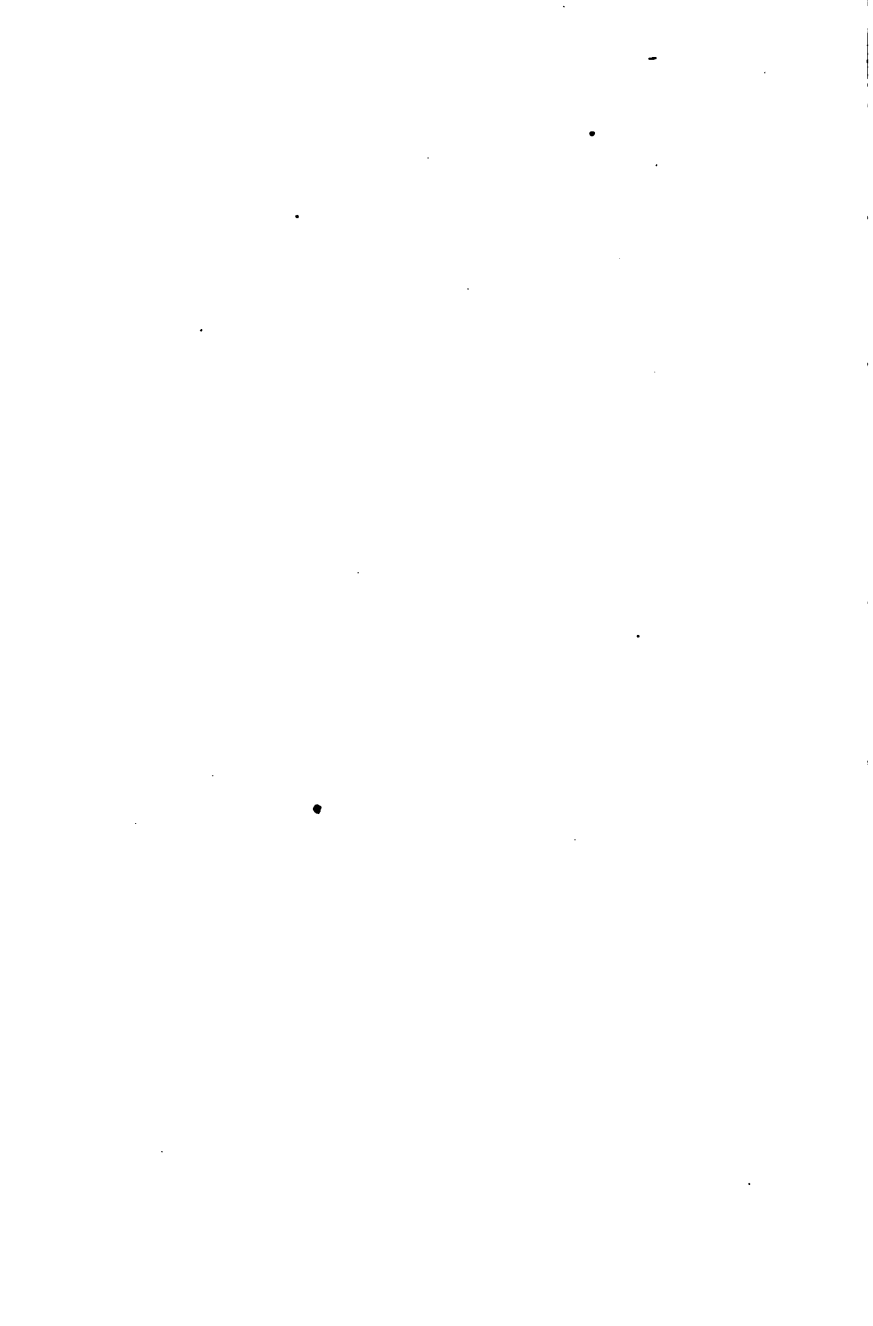
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# The Great Round World

## And What Is Going On In It

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Vol. II., No. 14.

APRIL 7, 1898

Whole No. 74

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**With  
the  
Editor**

THE report of the Board of Inquiry and the President's message accompanying it were received after our last number was printed. According to the established custom of magazines with a wide circulation we date our paper ahead in order that copies may reach our far-away subscribers by the printed date of publication; in order that the copies shall reach these points at this time it is necessary for us to mail at the beginning of the week; unfortunately this fact prevented us from giving the important news in reference to the *Maine* in our last number. In this issue we give a summary of this news, emphasizing especially the important points on which the Board of Inquiry based its finding.

Much interest has been taken in the brief summary of the *Maine* affair published in our last number, and especially in the statement of the important evidence as to the present condition of the wreck; additional interest was given to this owing to the fact that it was printed several days before the receipt and publication of the official report and evidence. The information on which our statement was based was withheld

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from the press, and therefore did not appear in any of the newspapers of the country. As will be seen by the official evidence, especially that of Ensign Powelson, our statement of the affair is completely verified.

The interview with the Spanish Consul at New York, published this week, is of value, as giving a clear idea of the Spanish views of the situation; the Cuban side was given in a previous issue. The close similarity of our position in relation to Cuba to that of the European powers and Armenia a year ago suggests the rereading of the criticisms made by our people at that time. We then criticised severely the great nations of Europe because they permitted the Armenian massacres; many thoughtful people in this country seriously considered that it was our duty to interfere and if possible put an end to these troubles. At this time we are placed in the extremely awkward position of having permitted the perpetration of more fearful atrocities at our own doors. This is the grave question which faces our country to-day.



### Books Received

**E**LDREDGE & BRO., Philadelphia: "American Literature," by Smythe; "Elements of Natural Philosophy," by Houston.

D. C. Heath & Co., Boston: "Stories of Long Ago," by Grace H. Kupfer; "From September to June with Nature," by M. I. Warren.

New Amsterdam Book Co.: "Uncrowning a King, A Tale of King Philip's War," by Edward S. Ellis.

# Current History



THE report of the Board of Inquiry on the *Maine* disaster was sent to Congress by the President at noon, Monday, March 28th, accompanied by a message. In his message the President briefly outlines his reason for sending the *Maine* to Havana, he then refers to the explosion as follows:

“At 9:40 o'clock in the evening of the 15th of February the *Maine* was destroyed by an explosion, by which the entire forward part of the ship was literally wrecked. In this catastrophe two officers and 264 of her crew perished, those who were not killed outright by her explosion being penned between decks by the tangle of wreckage and drowned by the immediate sinking of the hull. Prompt assistance was rendered by the neighboring vessels anchored in the harbor, aid being especially given by the boats of the Spanish cruiser *Alphonso XII.* and the Ward Line steamer *City of Washington*, which lay not far distant. . . .

“A Naval Court of Inquiry was at once organized, composed of officers well qualified by rank and practical experience to discharge the onerous duty imposed upon them. Aided by a strong force of wreckers and divers, the court proceeded to make a thorough investigation on the spot, employing every available means for the impartial and exact determination of the cause of the explosion. . . .

He then gives the substance of the report of the Board of Inquiry and adds: "I have directed that the finding of the Court of Inquiry and the views of this Government thereon be communicated to the Government of her Majesty the Queen Regent, and I do not permit myself to doubt that the sense of justice of the Spanish nation will dictate a course of action suggested by honor and the friendly relations of the two governments.

"It will be the duty of the Executive to advise the Congress of the result, and in the mean time deliberate consideration is invoked."

### THE REPORT.

"U. S. S. IOWA, FIRST RATE, KEY WEST, }  
FLA., MONDAY, March 21, 1898. }

"After full and mature consideration of all the testimony before it the court finds as follows:

"That the United States battle-ship *Maine* arrived in the harbor of Havana, Cuba, on January 25, 1898, and was taken to buoy 4, in from five and a half to six fathoms of water, by the regular government pilot. The United States Consul-General at Havana had notified the authorities at that place the previous evening of the intended arrival of the *Maine*.

"The state of discipline on board the *Maine* was excellent. . . . All ammunition was stowed in accordance with prescribed instructions, and proper care was taken whenever ammunition was handled. . . .

[A careful description of the condition and care taken of the magazines and all explosive matter follows; and also a statement as to the condition of the coal bunkers and the boilers.]

"On the night of the destruction of the *Maine* everything had been reported secure for the night at 8 o'clock P.M., by reliable persons, through the proper authorities to the commanding officer. At the time the *Maine* was destroyed the ship was quiet, and therefore least liable to accident caused by movements of those on board.

"The destruction of the *Maine* occurred at 9:40 P.M., February 15, 1898, in the harbor of Havana, Cuba, she being at the time moored to the same buoy to which she had been taken upon her arrival. There were two explosions of a distinctly different character, with a very short but distinct interval between, and the forward part of the ship was lifted to a marked degree at the time of the first explosion. The first explosion was more in the nature of a report like that of a gun, while the second explosion was more open, prolonged, and of greater volume. The second explosion was, in the opinion of the court, caused by the partial explosion of two or more of the forward magazines of the *Maine*. . . . The following facts in regard to the forward part of the ship are established by the testimony:

"That portion of the port side of the protective deck which extends from about frame 30 to about frame 41 was blown up aft and over to port. The main deck from about frame 30 to about frame 41 was blown up aft and slightly over to starboard, folding the forward part of the middle superstructure over and on top of the after part. This was, in the opinion of the court, caused by the partial explosion of two or more of the forward magazines of the *Maine*.

"At frame 17 the outer shell of the ship, from a

point eleven and a half feet from the middle of the ship, and six feet above the keel when in its normal position, has been forced up so as to be now about four feet above the surface of the water, therefore about thirty-four feet above where it would be had the ship sunk uninjured. The outside bottom plating is bent into a reversed "V" shape, the after wing of which, about fifteen feet broad and thirty feet in length (from frame 17 to frame 25), is doubled back upon itself against the continuation of the same plating extending forward,

"At frame 18 the vertical keel is broken in two and the flat keel bent into an angle similar to the angle formed by the outside bottom plating. This break is now about six feet below the surface of the water and about thirty feet above its normal position.

"In the opinion of the court this effect could have been produced only by the explosion of a mine situated under the bottom of the ship at about frame 18 and somewhat on the port side of the ship.

"The court finds that the loss of the *Maine* on the occasion named was not in any respect due to fault or negligence on the part of any of the officers or members of the crew of said vessel.

"In the opinion of the court the *Maine* was destroyed by the explosion of a submarine mine, which caused the partial explosion of two or more of her forward magazines. The court has been unable to obtain evidence fixing the responsibility for the destruction of the *Maine* upon any person or persons."



THERE were many witnesses called by the Court of Inquiry and their testimony is very interesting. Captain Sigsbee spoke particularly of the moorings given to the *Maine* in Havana harbor. He said that it was not the custom to place war-ships at Buoy No. 4—that it, so far as he could learn, had *never been used for this purpose*, and rarely for merchant vessels. You must remember, and this is an important point, that vessels are obliged to take the moorings allotted to them by the harbor-master. This official in Havana is a Spaniard.

Commander Sigsbee reported to the Board the apparent security of his vessel on February 15th. Shortly before the explosion even the temperature of the magazines was noted and recorded under Captain Sigsbee's supervision. The electric light apparatus was also known to be in good order, so no harm could have originated there.

The Captain also testified that the regulations about visitors had been strictly observed. There was no chance then of an infernal machine being placed in the vessel.

Captain Sigsbee gave his experience of the explosion as follows:

"I was just closing a letter to my family when I felt the crash of the explosion. It was a bursting, rending, and crashing sound or roar of immense volume, largely metallic in character. It was succeeded by a metallic sound, probably of falling débris, a trembling and lurching motion of the vessel, then an impression of subsidence, attended by an eclipse of the electric lights and intense darkness within the cabin.



I knew immediately that the *Maine* had been blown up and that she was sinking. I hurried to starboard cabin ports, thinking it might be necessary for me to make my exit in that way. Upon looking out I decided I could go by the passage leading to the superstructure. I therefore took the latter route, feeling my way along, and steadying myself by the bulkheads. The superstructure was filled with smoke, and it was dark. Nearing the outer entrance, I met Private Anthony, the orderly at the cabin door at the time. He ran into me, and, as I remember, apologized in some fashion and reported to me that the ship had been blown up and was sinking. I reached the quarter-deck, asked a few questions of those standing about me—Lieutenant-Commander Wainwright, I think, for one—then I asked the orderly for the time. He said that the exact time of the explosion was forty minutes after nine P.M.

"I proceeded to the poop deck, stood on the side rail and held on to the main rigging, in order to see over the poop awning, which was baggy and covered with débris; also in order that I might observe details in the black mass ahead. I directed the executive officer to post sentries around the ship, but soon saw that there were no marines available and no place forward to post them. Not being quite clear as to the condition of things forward, I next directed the forward magazine to be flooded, if practicable, and about the same time shouted out myself for perfect silence everywhere. This was, I think, repeated by the executive officer. The surviving officers were about me at the time on the poop. I was informed that the forward magazine was already under water,

and, after inquiring about the after magazine, was told that it was also under water, as shown by the condition below reported by those coming up from the ward-room and steerage. About this time fire broke out in the mess-room, over the central superstructure, and I inquired as to the spare ammunition in the captain's pantry. That region was found to be subsiding very fast.

"At this time I observed among the shouts or noises apparently on shore that faint cries were coming from the water, and I could see dimly white floating bodies, which gave me a better knowledge of the real situation than anything else. I at once ordered all boats to be lowered, when it was reported that there were only two boats available—namely, the gig and whale-boat. Both were lowered, and manned by officers and men, and, by my direction, they left the ship and assisted in saving the wounded jointly with other boats that had arrived on the scene from the Spanish man-of-war, from the *City of Washington*, and from other sources.

"Later, I cannot state precisely how long, these two boats of the *Maine* returned to the starboard quarter alongside, and reported that they had gathered in from the wreck all the wounded that could be found and had transferred them to the other boats, to the *Alfonso XII.*, or to the *City of Washington*. The poop deck of the *Maine*, the highest point, was by that time level with the gig's gunwhale, while she was afloat in the water alongside. The fire amidships was burning more fiercely and the spare ammunition in the pilot-house was exploding in detail. We had done everything that could be done, as far as I could see.

"Lieutenant-Commander Wainwright whispered to me that he thought the 10-inch magazine forward had been thrown into the burning mass and might explode in time. I directed him then to get everybody into the boats over the stern, and this was done, although there was some little delay in curbing the extreme politeness of the officers, who wanted to help me into the boat. I directed them to go first, as a matter of course, and I followed and got into the gig. We proceeded to the steamer *City of Washington*, and on the way I shouted to the boats to leave the vicinity of the wreck, and that there might be an explosion.

"I got Mr. Sylvester Scovel to translate my desire to one or two boats which were at that time somewhat nearer the fire than we ourselves were. Having succeeded in this, I went on board the *City of Washington*, where I found our wounded all below in the dining-saloon on mattresses, covered up, and being carefully attended to by the officers and crew of that vessel. Every attention that the resources of the vessel admitted was being rapidly brought into use. I then went on deck and observed the wreck for a few minutes, and gave directions to have a muster taken on board the *City of Washington* and other vessels, and sat down in the captain's cabin and dictated a telegram to the Navy Department."

It was extremely difficult for Captain Sigsbee to state from his examination of the wreck what magazines exploded.

He did not believe that the 10-inch magazine (that containing the 10-inch shells) exploded, for there were no accounts of these shells being hurled into the air.

Captain Frank Stevens, of the Ward Line steamer *City of Washington*, testified that he was on his vessel only about a hundred yards from the *Maine* and was looking at the battle-ship when the explosion took place.

He said that he heard first a muffled roar and then a terrific explosion. The air was filled with flying fragments which fell all about the *City of Washington*.

His impression was that the first explosion was caused by dynamite.

The testimony of Ensign Powelson, of the *Fern*, was regarded as most important.

He directed the divers, and both their testimony and his would prove conclusively that the explosion was from beneath the vessel, and on the port side.

Ensign Powelson found some of the bottom plates thirty feet above their normal position. Pressure from the inside could not possibly have caused this. Moreover, the plates at the edges of the break were bent in at a sharp angle. Force exerted from the outside must have brought this about.

Lieutenant Holman, of the *Maine*, testified that at the time of the explosion he exclaimed: "We have been torpedoed: get up on the deck!"

His impression, as he told the Board, was that there was a heavy mine exploded beneath the vessel.

From his experience with explosives, an inside explosion could not have produced a like effect.

Captain Converse, of the *Montgomery*, was called before the Court, and as an expert on the action of explosives stated as his opinion that the catastrophe could not have been occasioned by an interior explosion.

The testimony of Captain Converse was very clear, and fully offset the statements of Spaniards to the effect that a great upheaval of water is a necessary accompaniment to an external explosion.

It is interesting at this time to note the finding of the Spanish Board of Inquiry. It states that:

"The evidence of witnesses, comparatively close to the *Maine* at the moment, is to the effect that only one explosion occurred; that no column of water was thrown in the air; that no shock to the side of the nearest vessel was felt, nor on land was any vibration noticed, and that no dead fish were found.

"That the Spanish divers were unable to examine the bottom of the *Maine*, which was buried in the mud, but a careful examination of the sides of the vessel, the rents and breaks in which all point outward, shows without a doubt that the explosion was from the inside."

It is apparent that the Spanish divers did not see the keel-plates near the surface. They evidently did not notice the section of the bottom of the vessel lying in the harbor keel uppermost. They also failed to find those plates which were bent in.

These important details, overlooked intentionally or otherwise by the Spaniards, are points of evidence corroborated by many reliable witnesses before the United States Board of Inquiry.



**SENATOR PROCTOR'S** speech on Cuba, which we told you about last week, has made a decided impression on the thinking and conservative people of the United States. The President realizes more than

ever before that something must be done to relieve the suffering in Cuba. It is estimated that of the 400,000 people driven into the towns by Weyler's decree, fully half have perished.

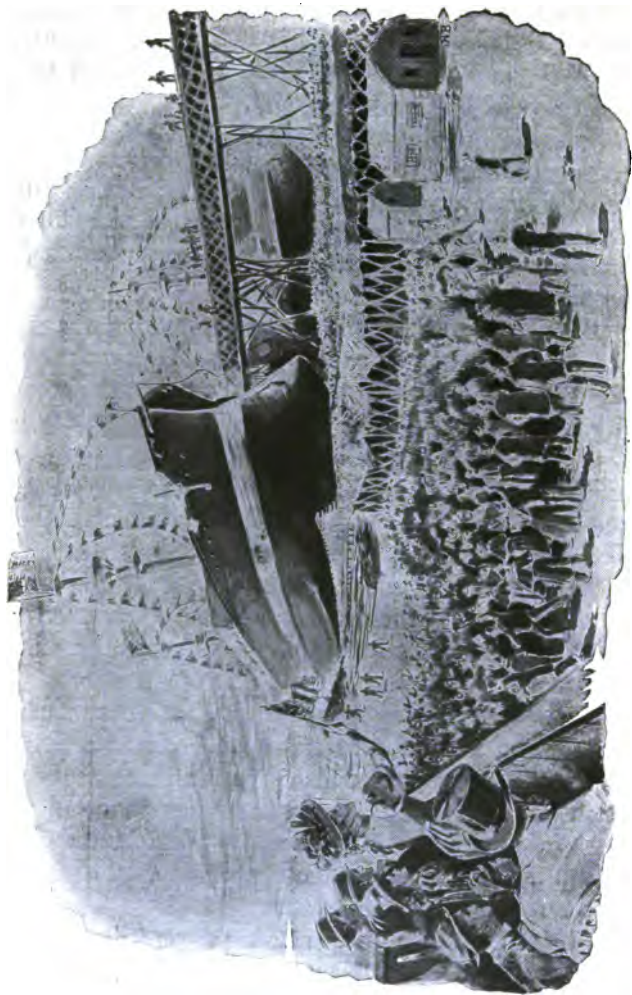
Spain is making very little, if any, effort to help these poor people, and their support, it would appear, has devolved upon the people of the United States. America has responded nobly to the appeals for help. A Cuban relief committee has been formed with headquarters in New York.

Branch committees have been established throughout the country, and whole train-loads of provisions and other supplies are being sent to New York to be distributed in Cuba. A great amount of money has also been given to the committee for the relief work, and the suffering on the island will be noticeably less; but we must remember that to feed and clothe 200,000 people is a tremendous undertaking.

The Spanish still report victories over the insurgents in Cuba, while the rebels declare that these reports are untrue, and say that all successes have been Cuban, not Spanish.

Spain's torpedo-boat flotilla left the Canary Islands on March 24th for Porto Rico. The fleet, it is said, consists of six torpedo-boats and torpedo-boat destroyers. On March 26th it was reported that some accident had happened to these boats which would defer their arrival in Porto Rico. The nature of the accident is not known.

The action of Spain in sending these torpedo-boats is thought to be unfriendly to the United States. Spain can have no use for this type of war-vessel against the insurgents.



THE LAUNCHING OF THE BATTLE-SHIPS KEARSARGE AND KENTUCKY.

Thinking people reason, however, that if the United States can assemble a great squadron of war-ships at Key West, which is so near Cuba, surely Spain has a right to despatch a number of torpedo-boats to one of her islands in the West Indies.

Torpedo-boats and torpedo-boat destroyers are becoming more universally used by the modern navies of the world. These fast little boats can do great damage to the immense war-ships, and they cost very little money when compared with the amount expended for a battle-ship.

The United States has been one of the first nations to recognize the need of these boats. It is reported that she has recently bought one in England and another in Germany, and they are to be shipped at once to America.



ON March 24th two new battle-ships for the United States navy, the *Kearsarge* and *Kentucky*, were launched at Newport News, Virginia. We print a picture of the *Kearsarge* leaving the ways, and in the distance can be seen the *Kentucky*.

The boats strengthen our navy very much. They are sister ships, and will be fitted out with the heaviest batteries there are.



ON March 26th the *Holland* submarine torpedo-boat had another trial. The little craft worked successfully under water, and attained a speed of six knots with her conning-tower several feet beneath the surface of the water. The *Holland* made three at-



tempts before she could go under. Seven hundred pounds of pig iron were put on board after the unsuccessful attempts, and then no difficulty was experienced in sinking the boat.

Next week she is to be taken to Washington, where an official trial will take place. It is thought that in a very short time the *Holland* will be registered in the United States navy.

On March 27th the boat was given another trial, as the Auxiliary Cruiser Board of the United States navy had sent an officer to Perth Amboy to verify the reports about the submarine boat.

The Auxiliary Cruiser Board was appointed to procure merchant steamers and yachts, to have them properly armored and guns placed aboard so that they could be used in case of war.

The trial of the *Holland* on March 27th was as successful as that on the day before. For the first time the dynamite-gun on the boat was used, and a projectile was discharged from the boat to a point two hundred yards distant. The officer of the Auxiliary Board was greatly pleased with Mr. Holland's invention.



ON March 21st a representative of THE GREAT ROUND WORLD interviewed the Spanish Consul in New York, his Excellency Don Arturo Baldasano y Topete, who has his offices on State Street. "His Excellency" is the title which was given to the Consul on his appointment; Don means Sir; Topete is the name of his mother's family, and in Spain it is customary to affix this—possibly to preserve a man's identity.

Don Baldasano was most courteous to his visitor, who was ushered into an inner office, and his Excellency was willing to supply any information which it was in his power to furnish.

He began by giving his definition of the word Cuban. "A Cuban," he said, "is a native of the island, true to his Government and upholding the laws of his Government. The island is under the dominion of Spain, and, therefore, a man, to be a true Cuban, must be loyal to the Spanish King. To call the insurgents Cubans is very wrong. In the War of the Rebellion, in 1861, the Confederates were not called Americans, for they were trying to break up the Union. The true Americans were the Northerners, who were fighting to keep the States united. In the same way the rebels in Cuba are attempting to break away from the existing government on the island, and, therefore, they should not be called Cubans. We are Unionists, the rebels are Separatists, and although we have given our people of Cuba home rule, yet many of them rebel."

The Consul declared that the majority of people in Cuba are loyal to the mother country.

"The Cubans," said his Excellency earnestly, "are the sons and daughters of Spain; and would a mother sell her children to a stranger?" This was in answer to the question: "Why does not Spain sell Cuba?"

"Cuba," continued the Consul, "has untold wealth, a large commerce, and many industries. To be sure, the war has ruined the island for the time being; but Cuba will rise again and be a source of revenue for Spain."

Don Baldasano believes that the war is almost over.

He said: "It is the beginning of the end. The rebels show by their epileptic (that is the only English word I know that expresses it) manner of fighting that their cause is lost."

His Excellency admits that there are still fierce battles to be fought; but he declares that the insurgents are rushing from one part of Cuba to another, and this, he believes, indicates that they are becoming demoralized.

Spain's army consists now almost entirely of seasoned, well-drilled troops, and the Spanish Consul is confident that the struggle for independence will soon be over.

"What about the reconcentrados?" was asked. "The suffering is great," said he, "but every war is cruel. That is the terrible thing about it. These people undoubtedly were of service to the rebels, and General Weyler issued his decree to defeat his enemies. The reports as to the condition of the reconcentrados have been terribly exaggerated. In six days Senator Proctor could not get an entirely true idea as to this condition. Insurgent sympathizers must have contributed largely to the Senator's views."

Don Baldasano does not believe there will be war with Spain. He claims that the jingo element in the United States is far worse than that in Spain. His anger against the "freak" journalism is very great, and only justly so. A letter, supposed to be from General Weyler, was printed in a New York paper. In it the General was made to give way to most war-like words. It is needless to say that this letter was a forgery, and Don Baldasano spoke of the serious effect of such a publication at this time.

The Spanish Consul does not believe there will be war between Spain and the United States; "but," as he said, "if war does come, it will be a long and savage one, bitterly fought by both nations. It would be



ALPHONSO XIII., KING OF SPAIN.

almost entirely a naval warfare, and I believe we have a finer navy than that of the United States. The men who serve on the Spanish ships are Spaniards, while the sailors in the United States navy, to a great extent, are foreigners."

His Excellency then spoke of the separation and

breaking up of families in Cuba. How in many cases one son will join the rebels, while another enlists under the Spanish flag. This happened many times during our own Civil War, and it is said that brothers sometimes met on the battlefield.

Don Baldasano gave as an example of this the case of a young man at present a secretary of Señor T. Estrada Palma. This gentleman believes heartily in the insurgents' cause, while a brother of his is the senator from Havana in the Spanish legislature in Cuba. No doubts have been expressed as to the latter brother's loyalty to his King. The one in New York is, of course, working as hard as possible to free Cuba from Spain.

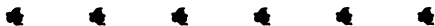
"I was most gratified," continued the Consul, "to have been treated with such great consideration and respect by citizens of this country. Last week I went to Trenton to see my son, who is an engineer there. The mayor of the city learned of my arrival, and I was tendered a reception and banquet, which was attended by many influential men of the State. That peace should continue between my beloved country and the United States was the subject of a toast, and it was given with enthusiasm."

In closing, Don Baldasano declared that he could not understand how intelligent people could believe that the Spanish Government blew up the *Maine*. His country, he said, held their honor too sacred to stoop to such an act.

The Consul affirmed that Americans had an entirely wrong idea of Spain and her people. They are really not half as black as they are painted.

"The educated men and women of both countries

must try to avert the war which threatens, and I hope you will use your influence in spreading the spirit of peace throughout your land," said Don Baldasano, in closing.



**D**URING the winter which has passed it was expected that many men who had ventured into the Klondike region would perish from cold and hunger. These expectations have not been realized, for, of the men who have perished in Alaska, a great proportion of the deaths were accidental. The Klondike seems to have been pretty well provisioned, and although the necessities of life commanded a great deal of money, they were to be obtained. Men who shipped the goods evidently saw what great profits were to be gained, and a number have made small fortunes in supplying the gold-seekers.

At Skaguay there has lately been a great deal of trouble experienced from the gamblers. These men flock to mining-camps. They seem to consider the miner a natural prey. In 1849 California was flooded with gamblers, and every camp had its quota of "lay-outs," as the gambler's outfit is called. It was necessary then for the men who respected law and order to drive the gamblers away. They organized vigilance committees, which simply means citizen police. The gamblers were ordered to leave a town where they had settled, and, if they resisted, extreme measures were taken.

In Skaguay the military take the place of the old-time "vigilantes," as the members of the vigilance committees were called, and the gamblers have been

notified to leave. Some of these men heeded the warning, for it is reported that quite a number arrived in Seattle, Washington.

It is said that Colonel Anderson, who has charge of the United States troops in Southeastern Alaska, has really placed Skaguay under martial law, so as to drive the undesirable element out of the town. He



SCENE ON THE SKAGUAY RIVER, ALASKA.

has also wisely ordered all saloons and dance-halls closed.

McKenzie, Mann & Co., who it is reported have a concession from the Canadian Government to build a railroad to the Klondike through Canada, have started the work. A despatch from Bay View, Wis., says that fifty car-loads of rails have been shipped to the builders of the Canadian-Klondike line.

At Dawson City cases of scurvy have been reported. This is a disease which frequently breaks out on

board a vessel which has been at sea for a long time. Men who have had no fresh meat and vegetables to eat for months are attacked by the disease, which is occasioned by poor condition of the blood. It is very fatal and also contagious.

A man who has arrived at Tacoma from Alaska reports that the rush *from* the gold-fields will be very great this spring. He says that when he left Dawson City the accommodations on all first-class boats had been sold, and no more applications would be received.

It is said that many of these men will bring large amounts of gold out of the country with them.

The bark *H. W. Almy*, which left San Francisco for Alaska on the 20th of March, was reported lost on the 23d. This boat should never have been allowed to sail out of port. She was built in 1859, and was so old and battered that she could not possibly stand the pounding of the waves. A late despatch says that the wreck has been found ten miles from the Golden Gate, and she had evidently "turned turtle"—that is, capsized. It is thought that all on board—forty men—have been lost. The life-boats on board were as old and worn as the ship itself, and they were of no possible use. It is to be hoped that future Argonauts will not risk their lives in these miserable tubs, and the law should be strict enough to prevent their sailing.



**I**NTEREST in Hawaiian annexation has waned for the past few weeks, as the Congressmen have devoted most of their time to the Spanish-American



difficulty, and the people of the country have followed the lead of their legislators.

The friends of annexation in the Senate have recognized the futility of supporting the idea that the majority of Senators will ratify the treaty with Hawaii. The Senate Committee on Foreign Relations, through Chairman Davis, has reported a joint resolution providing for the annexation.



It will probably be some months before this can be acted upon. The trouble over Cuba bids fair to be the all-absorbing topic in Congress until adjournment, and those opposed to annexing Hawaii will not find it difficult to continue this discussion until that time.

At the present time it would seem that the majority of the people in the United States are not in favor of annexation. The idea seems to be gaining ground that we do not want Hawaii. However this may be, the Senate of the United States has shown itself op-

posed to the treaty, and it is to be doubted that Hawaii will soon become a part of the United States.

The arguments used against annexing the islands are: First, people of the class in Hawaii are not desirable as citizens of this country; second, being at least two thousand miles from the nearest point of the United States, it would be very difficult to protect the islands in case of war with another country, for the people in Hawaii could be isolated and forced to surrender; third, it is not wise for this country to assume the public debt of Hawaii, which amounts to \$4,000,000; fourth, the United States already owns immense tracts of fertile land which are not populated, and it would not enhance the reputation of the country to reach out for more territory far from the continent of North America.



**W**E have been able to gain more information in regard to the two dams, mentioned last week, which are to be built at Sioot and Assouan on the Nile. Lord Cromer has been very influential in having the contracts drawn up; in fact, Englishmen give him the credit for being the man who carried through the project for a Nile reservoir.

There are cataracts at Assouan, and the dam at that place will have the effect of drowning them. The river will be so much deeper, that the disturbance caused by the water rushing over the rocks in the bed of the stream will be unnoticed at the surface. The river at these two points will be turned into two large, narrow storage reservoirs.

Work is to be begun at once, and the size of the

dams can be imagined, for it will take five years to complete them.

Egypt pays \$800,000 a year, under the terms of the contract, for thirty years for the barrages, as the dams are called. In this period, however, it is estimated that she can make considerably more than \$24,000,000 by selling the water privileges.



ON the 5th of January, 1894, four officers and twenty-six men, in one of England's West India regiments, were shot down by French soldiers in Sierra Leone, a British colony in West Africa. You will find this colony in THE GREAT ROUND WORLD Atlas. It is south of Liberia on the west coast of Africa.

The trouble was the outcome of a terrible dispute; but as the place Waima, where the difficulty took place, is manifestly in British territory, the French Government should have apologized, at least, for her action. She has not done this, nor even expressed regret for the occurrence. Possibly she may have said, for her own satisfaction, that twenty-seven of the slain were colored men; but, nevertheless, they were British subjects.

Recently in the House of Commons \$50,000 was voted for the compensation of the French Fathers of the Catholic Mission in Uganda. Uganda is a kingdom on the northern shore of Victoria Nyanza Lake in Central Africa, under a British Imperial Commissioner. It seems that the property of the French was destroyed during the trouble which ensued when the British entered the country.

England is, undoubtedly, acting in a more honorable way than France, and we can understand the intense feeling which is arising in Great Britain against the French. Englishmen believe that their government has conceded too much to France in the past.

Last week we told you of the territory bounded by a triangle, in which lies the territory in dispute at present. You will see on THE GREAT ROUND WORLD map a town named Bussa. This is in the centre of the country wanted by the two nations. One English writer, Arnold White, says:

"We have now reached that state of relations with France where no language and no diplomacy involving compromise or concession will settle outstanding difficulties. War or the unconditional surrender of France on the Bussa question is the only alternative."

It would appear that the country back of Lagos is of more value than the coast possessions. For hundreds of years the products of this country were brought to Europe by way of Tripoli and Tunis. Thousands of caravans crossed the desert with their precious loads. The city of Kong, directly west of Sierra Leone, and also Kano in Sokoto, benefited materially from this traffic. Kong has a population of fifteen thousand, while Kano has over 100,000 inhabitants. Slaves, ivory, wax, feathers, gum, and other native products were shipped from this rich territory.

In the old days the French, having gained the friendship of the Arab tribes and a great part of the natives, were the chief promoters of West African trade. Later, however, British enterprise turned the tide, and gradually shipping from the coast colo-

nies on the Gulf of Guinea and the Atlantic Ocean became popular. The great caravan trade was reduced, and the native products found a more profitable outlet to foreign countries by way of the sea.

The British policy of the "open door," which means free trade, is universal, where England is concerned, in West Africa. The United States has benefited by this, for extensive trading is carried on between this country and the colonies in this part of Africa.

On the other hand, the French are unwilling to leave even the "door ajar." For the good of all concerned, it is to be hoped that England shall prove herself in the right, and, acting accordingly, secure the disputed territory.



FOR more than a year now the Khedive's troops with the British have been moving southward along the Nile. The Mahdists have fought fiercely, and under the leadership of the Calipha and his trusted general, Osman Digna, the Soudanese have striven to check the advance of the Anglo-Egyptian forces. The progress of the army has been slow, but it must be remembered that it is going into a very wild tract of country, getting farther and farther away from civilization. The base of supplies grows more remote as the march continues, and this necessarily prevents rapid progress. The English must guard against being entirely cut off from civilization by their enemies. If the Mahdi could surround the Anglo-Egyptian army with an overwhelming force, there would be little hope of rescue. You will recall the

fate of "Chinese" Gordon in Khartoum, and unless General Kitchener properly guards the country through which he has passed, and so keeps the road open for supplies to reach him, the result will be serious.

Major-General Sir Herbert Horace Kitchener is commander-in-chief of the Egyptian army. In Egypt the man who occupies this position is called the "Sirdar." The present Sirdar has shown his capabilities as a general, and the civilized world is watching his march with great interest, hoping that he will finally conquer the Mahdi.

There are some interesting stories told of General Kitchener. He has mastered the Mohammedan language, and has also studied the customs of the different tribes of the country. It seems that, in the disguise of an Arab, he has been able to mingle with the natives, thus gaining information which he has used with telling effect.

At one of the army camps on the Nile two Arabs were arrested, for it was supposed that they were spies. They were put in the guard-tent, and shortly after another suspected Arab was thrust into the tent. Very loud talking was then heard, and soon the sentry was surprised to see one of the Arabs come to the doorway, who said: "All right, sentry, I'm going to the General." It was Major-General Kitchener, and in his conversation with the Arabs he had discovered that they were spies, and, as such, they were shot.

Once the General was disguised as a native and was working with some of them in the fields, for he wanted to hear what they were talking about. A British

soldier passed by who took it into his head to throw a large stone at the Arabs. The missile struck the General on the head and inflicted a very serious wound.



GERMAN colonial authorities do not think their country has gained as much as was expected by seizing Kiao-Chou. It is said that the natives are very numerous in this portion of China, and foreign settlers would have little chance in competing with the swarms of Chinese that inhabit Kiao-Chou and vicinity. Also in twenty or thirty years it is thought that the Chinese will have organized their own industry; and as the supply of coal and iron is almost unlimited and manual labor very cheap, it is probable that the Chinese will export their own products instead of opening up a new market for European trade.

It is said that the new trans-Manchurian railway, which is a continuation of the Siberian railway we told you about in No. 62 of THE GREAT ROUND WORLD, is trending more and more toward the south, so as to pass through as much Chinese territory as possible. This point of the railway is to be called the Chinese Eastern Railroad.

Russians and Chinese can hold shares in the new railroads, but every share is owned by Russians. It is constructed by Russian engineers with Russian money, and with Russian material, and the whole under-guard of Russian soldiers. The road is expected to be finished in about five years, and eighty years after that, under the terms of the concession, the Chinese are to run it. As the correspondent of

the London *Times* remarks: "This conjunction of interests is typical of Russo-Chinese combinations generally," which means that Russia gets the large end of the contract as a rule, and poor China is left out in the cold.

A late despatch says that Russia and China have signed the agreement concerning Port Arthur and Ta-Lien-Wan, and the bear has now a firm hold in the Chinese empire.



THE citizens of the South African Republic are making strong efforts to free themselves from British authority, which has proved most distasteful to them.

On March 15th, a meeting of the Volksraad was held in Pretoria, the capital of the country. The Volksraad of the South African Republic corresponds to the Senate and House of Representatives in the United States. Very strong words were used against admitting the claim of British suzerainty. To have suzerainty over a country means to have an authority which is higher than the government of that country.

Since 1877, the Boers have wanted to throw off this yoke, but England feels that control of the South African Republic is necessary for the expansion of her interests in that part of the world.

We have told you that the English colonies practically surround the Boer Republic. Originally the Boers (this word means a South African of Dutch descent) lived in Cape Colony and Natal, but English rule proved distasteful to them there. In 1840 the men who were to found the new Republic



"trekked" across the Vaal River. (To trek is to travel across country in an ox-wagon. The word is frequently used in connection with the migration of people in South Africa to found a new colony.) The Vaal River is the boundary-line, you will notice, between the Orange Free State and what is now the South African Republic. (See THE GREAT ROUND WORLD Atlas map.)

The Boers determined to settle in the country across the Vaal, and that is why this land is called Transvaal, trans meaning across.

In this land was set up an independent state which comprised one hundred and thirteen thousand square miles.

In 1877, there was a great deal of internal strife, and the leaders of the Republic could not agree. This, combined with the mismanagement of the treasury funds, caused a crisis, and England assumed control.

In 1880, the Boers rose against their new masters and defeated the British forces in three decisive battles. Republican rights under British suzerainty were then conceded by the English. That is, the country could remain a republic, but there would always be this authority of Great Britain; and this is what has proved so distasteful to Oom Paul and his Volksraad.

# The Great Round World

## And What Is Going On In It

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Vol. II., No. 15.

APRIL 14, 1898

Whole No. 75

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**This issue of THE GREAT ROUND WORLD has been delayed three days by a general strike of the printers and electrotypers of New York.**

**It is expected that the differences will be so settled that there will be no delay in future issues.**

**With  
the  
Editor**

LITTLE change has taken place in the Spanish situation. The country is in a state of unrest, and with feverish impatience awaits final settlement of the affair.

As will be seen by the news, the prospect of an honorable peace seems brighter, especially as this country has demonstrated to the world and Spain that its resources are unlimited.

Confidence in the Executive is expressed everywhere. President McKinley's position is an extremely difficult one, and he should not be criticised.

One of the daily papers has called attention to a story told of Lincoln, which should appeal to every one at this time; it is quoted from Raymond's "Life of Abraham Lincoln."

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"At the White House one day some gentlemen were present from the West, excited and troubled about the commissions or omissions of the administration. The President heard them patiently, and then replied: 'Gentlemen, suppose all the property you were worth was in gold, and you had put it in the hands of Blondin to carry across the Niagara River on a rope, would you shake the cable or keep shouting out to him: "Blondin, stand up a little straighter; Blondin, stoop a little more; go a little faster; lean a little more to the north; lean a little more to the south?" No, you would hold your breath as well as your tongue, and keep your hands off until he was safe over. The Government is carrying an immense weight. Untold treasures are in their hands. They are doing the very best they can. Don't badger them. Keep silence and we'll get you safe across.'"

Many persons think that we should seek peace at any price; the general sentiment of the country is that we shall agree to nothing less than an honorable peace, and our preparations for war are an evidence that this is what we seek. That nothing short of naval and military efficiency will insure peace worthy of the name is the opinion expressed by Captain Mahan in his recently published article, "A Twentieth Century Outlook," in which he says: "Let us worship peace as the goal at which humanity must hope to arrive; but let us not fancy that peace is to be had as a boy wrenches an unripe fruit from a tree. Nor will peace be reached by ignoring the conditions that confront us or by exaggerating the charms of quiet, of prosperity, of ease, and by contrasting these exclusively with the alarms and horrors of war. Merely

utilitarian arguments have never convinced nor converted mankind, and they never will; for mankind knows that there is something better. Its homage will never be commanded by peace, presented as the tutelary deity of the stock market."



**O**UR readers will be pleased to see the announcement in our advertising columns of a new prize contest. This contest is one in which all may participate.



### Answers to Correspondents

DEAR SIR:—I lately attended as a guest a meeting of a Ladies' Club in New York city. The subject was: "Are the strained relations between Spain and the United States sufficient to warrant a declaration of war?" Two of the ladies on the negative side made this statement: "There are three classes of people in Cuba: 1st, the Spanish Government; 2d, the Cubans who take no part in the uprising; and 3d, the insurgents, who are nothing but a horde of brigands such as have abounded time out of mind in Italy, and who are keeping up this guerilla warfare for their own evil ends. It is these people we are asked to sympathize with," etc., etc.

I am a very interested reader of THE GREAT ROUND WORLD, and think you may be able to solve the difficulty that has arisen in my mind as to the truth of this statement. We take THE GREAT ROUND WORLD in my family.

Yours truly,

MORRISTOWN, N. J.

E. J. D.

A correct answer to your question would involve the solution of one of the main points of difference between Spain and this country. Spain's claim is very much that of the ladies taking the "negative side," to whom you refer. Both the Spanish and insurgents must be judged by their actions; and what do these actions prove?

Are the insurgents brigands because they have adopted certain methods of warfare? Again, Would brigands fight as earnestly and energetically and in so unselfish a manner? And yet again: Do brigands fight as they have, for freedom and for a cause that promises no direct reward? Brigands are generally only to be found where there is booty; what booty is there to be obtained in Cuba?

Referring again to the letter, we would be inclined to ask the "negative side," What are the "evil ends" referred to: freedom? independence? EDITOR.



## New Books

FROM Houghton, Mifflin & Co., Boston, we have received a book which deserves much more extended notice than we can give it here. It is called "Birds of Village and Field, A Bird Book for Beginners," by Florence A. Merriam, and should receive as warm a welcome as did Mrs. Dana's "How to Know the Wild Flowers." Birds as well as flowers are all about us; how to become better acquainted with them seems difficult, until we open this charming book and become familiar with its contents,

when to the study of this interesting subject is added a fascination difficult to analyze. The arrangement of the index so that the birds may be traced by the color is an important feature. The descriptions are clear, and in a bright, fluent style. The author has not, however, confined herself to a mere description of the birds and their habits, but has added much that is useful as well as interesting in reference to the different insects destroyed by these little friends of man, illustrations of them being given in the text.

The "Complete Phonographic Instructor" (Isaac Pitman & Sons), also deserves especial mention. This little book contains all necessary material to enable one to master this useful art. How useful shorthand is cannot be appreciated by any one not familiar with this great time-saver of modern times. Those who have used this system cannot find words to sufficiently praise its merits; it has received recognition from the leading schools of the country, and is now in general use in the schools of New York and Brooklyn and elsewhere.

"From September to June with Nature," by Marietta L. Warren (D. C. Heath & Co., Boston), is a bright little book that we strongly recommend to those interested in obtaining an interesting book on an interesting subject. It is adapted to the use of the younger children, and is well written and beautifully illustrated; the illustrations are a great addition to the text, and a distinct recognition that children are entitled to the best that the artist can give them, an agreeable contrast to the pictures that so often appear in children's books.

"One Hundred New Animal Stories" (Thomas

Whittaker, New York, price 50 cents), is a charming collection of stories of animals for the youngsters. Anecdotes of animals are always welcome, doubly so when they are told in such a bright and interesting way, and illustrated.

From Lamson, Wolfe & Co. has also been received Charles G. D. Roberts' "History of Canada." Although this book contains about 500 pages, it is decidedly too short, for it so interests the reader that when the end is reached he longs for more. Possessing as it does all of the interest which attaches to Parkman's famous books, this history is sure to find a place among what are recognized as standard works of history.

For the youngsters we can warmly recommend "The True Mother Goose," by Blanche McManus (Lamson, Wolfe & Co., Boston, price \$1.50) and "Fairy Tales," by Mabel Fuller Blodgett, published by the same firm (price \$1.50). The Rhymes and Jingles of Mother Goose have a peculiar fascination for old and young; the illustrations in this edition add immensely to this interest. From cover to cover it is a charming book. Miss Blodgett's Fairy Tales deserve especial mention, for the stories are distinctly different from the usual "make-believes," and for this reason will gain in interest when read a second or third time, because of their originality. The illustrations, all very artistic, are printed on an old-ivory tinted paper which brings out the black-line effects as no white paper can.

# Current History



THE report of the *Maine* Board of Inquiry and the message of the President to Congress accompanying it were received by the people of the United States in a calm, dignified manner.

There were some fiery outbursts in Congress, and a number of newspapers throughout the country declared the President very weak in not immediately declaring war. Some seemed to forget that the Board of Inquiry's last sentence in their report was: "The court has been unable to obtain evidence fixing the responsibility for the destruction of the *Maine* upon any person or persons."

The Executive has not advised Congress of the result of his sending the *Maine* report and his message to the Spanish Government.

It was thought that this result would be made known on April 6th. The capitol was thronged, and not only Washington, but the whole country, was in a state of feverish excitement. The President, however, decided not to have his communication read to Congress before April 11th.

The President's treatment of the report of the Board was as wise as has been his treatment of the whole Cuban question.

It would seem that if the matters relating to the war and distress on the island can be adjusted, the



destruction of the *Maine* will not be a cause of war between Spain and the United States.

Congress has tried to hurry the Executive, but he seems to realize the extreme gravity of the situation and he refuses to be hurried. No one knows the thoughts in the President's mind at this time, but he is fully awake to the fact that this lull before the possible storm must be taken advantage of in every way.

The army and navy of the country have been given new vigor. Never since the Civil War has such activity been apparent in these two departments of the Government.

The country was unprepared for war when the present cloud arose, and this fact has provoked sharp criticism from the army and naval authorities of the Old World.

For additional ships, guns, and ammunition we have had to seek abroad, and every day's delay that is gained permits material addition to be made to the fighting force of the country.

It must be remembered also that Spain, as she sees us preparing ourselves with the vigor so characteristic of Americans, undoubtedly realizes that her chance of winning is becoming smaller and smaller; this may explain the growing feeling of assurance that peace will be assured.

On March 31st, President McKinley, it is said, notified Spain that he would insist upon three propositions, which were:

1. The understanding that, whatever the terms made, Cuba shall have independence.
2. As a preliminary, the restoration of peace in

Cuba; not a mere armistice (a stopping of hostilities for a short time), but actual and permanent peace, and complete amnesty (pardon of offences committed in war) for the rebels.

3. The acceptance, in good faith and as a finality (an end), of such arrangements as our Government may be able to make with the Cubans, which are guaranteed to include a pledge for the protection of the lives and property of Spanish loyalists on the island from reprisals of any sort.

It was rumored that President McKinley demanded that an armistice be declared in Cuba for several months, so that these matters could be arranged.

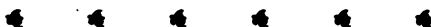
The Cubans will not think of such a thing, however, for they believe that Spain would spend that time in re-enforcing her troops in Cuba. Also the rainy season would be over in a few months, and we have told you that the rainy season is very disastrous to Spaniards on the march and in camp.

Spain, it was said at first, rejected the demands of the United States, believing that it would not be honorable to comply with them.

The answer to the United States has not been made public at this writing.

It is reported that the President's delay was to allow Consul-General Lee and other Americans time to leave Cuba.

This is regarded as a very unfavorable sign, and evidence that the President's message will be one hostile to Spain.



**D**URING the past week the movements of the various vessels of the navy have been watched with the greatest interest, for little information was obtainable by the public as to the plans of the Navy Department.

With Spain's fleet on its way and the air filled with war rumors, every move, however insignificant, has been followed up and made the most of by the press of the country.

It has been very much like a gigantic game of chess, each of the two opponents making the preliminary moves, and neither knowing the other's plan of attack.

Our strongest squadron was stationed at Key West. This fleet, under the command of Captain W. T. Sampson, consisted of the *Indiana* and *Iowa*, first-class battle-ships, with a complement of 450 men each; the *New York*, an armored cruiser, with 575 men; the double-turreted monitor *Terror*, manned by a crew of 150 men; the cruisers *Cincinnati*, *Detroit*, and *Marblehead*, each carrying 300 men; two gunboats, the *Castine* and the *Nashville*, with 150 men each, and six torpedo-boats, each with 20 men on board.

Next in importance was the squadron at Hampton Roads, under command of Commodore Schley, made up of the protected cruisers *Minneapolis* and *Columbia*, both exceedingly fast boats with a record of over 22 knots; the armored cruiser *Brooklyn*; the battle-ships *Massachusetts* and *Texas*, and several smaller vessels. It was reported that the dynamite-cruiser *Vesuvius* would also join this fleet.

The Asiatic squadron, under command of Commodore Dewey, consisting of five formidable vessels, has been closely watched by Spain because of its proximity to the Philippine Islands.

April 4th word came from Callao, Peru, that our



HANDLING A BIG GUN.

battle-ship, the *Oregon*, had arrived on her way around the Horn to the Atlantic coast. Her movements have no doubt been as closely watched by Spain as those of the *New Orleans* and the *San Francisco*. It was reported that the *Texas* was to proceed to England and return with the new ships, but there is little doubt now that she will remain with the flying squadron at Hampton Roads.

Spain's moves in this great naval game of chess have been less easily followed.

The torpedo fleet, it was reported, had reached the Cape Verde Islands, a coaling-station near the west coast of Africa; the two men-of-war, *Vizcaya* and *Oquendo*, had arrived at Porto Rico; and the *Cristobal Colon*, *Alfonso XIII.*, and *Infanta Maria Teresa* were preparing to leave Cadiz in Spain, it was supposed with the purpose of joining the torpedo fleet at the Cape Verde Islands.

It may easily be imagined how important each day's delay was at this time. To win the opening moves of the game, it was necessary that all the men on the chess-board should be properly placed, and this could only be done by having time, so the President and his Cabinet, with great wisdom, withheld information and delayed action from day to day.

In spite of all precautions, however, such significant facts as the sailing of war-vessels, stripped and ready for action and under sealed orders, could not be misunderstood, and it was evident that some serious steps were contemplated.

What these steps will be we cannot even at this time of writing tell you. It may be, however, that by the time this number reaches you much will have been explained.



**S**INCE international law has been established a belligerent has been allowed to prevent a neutral nation from supplying his enemy with things capable of being used immediately in war. Such things are called "contraband of war."

The articles called "contraband" are hard to designate at times, and this has led to complicated and difficult questions.

Of course weapons of all kinds are "contraband," but the difficulty arises over things which can be used both in peace and war.

The test of articles which are "contraband of war" is not yet settled. That is, questions have arisen over the supplying of a belligerent by a neutral of iron, brass, steel, sails, cordage, coal, horses, and provisions.

The general rule seems to be that, excepting weapons or munitions of war, the contraband or non-contraband character of the cargo must depend on its destination and on the nature of the particular war which is going on.

In the war of 1870, England refused to allow British coal to be carried to a French fleet lying in the North Sea.

As to our fleet at Hong-kong being able to recoal, China or Great Britain would not refuse coal to our ships if it was understood that they were to use it to enable them to reach the United States. This is supposing that war had broken out between Spain and the United States.

If it was manifest, however, that Commodore Dewey's ships intended to attack the Philippines, coal would undoubtedly be refused him on the Chinese coast.

On the other hand, Spain would be unable to obtain this important article on this side of the Atlantic unless she could hold Cuba and Porto Rico. If her ships wished to return to Spain, they could

undoubtedly procure coal either in the West Indies or on the coast of South America.



YOU will remember our description in March, 1897, of the naval practice off Charleston, when there was an imaginary blockade by our fleet, and the dynamite-cruiser *Vesuvius* made many unsuccessful attempts to run into the harbor without being detected.

At Key West recently similar experiments were made—this time, however, with torpedo-boats in place of the *Vesuvius*.

Just at dusk the little vessels steamed away, and shortly after the great searchlights were sending their broad paths of light to and fro over the surface of the ocean, searching for the torpedo-boats.

They were not discovered, however, and the captains of the large ships signalled in vain to each other, thinking to gain some clue as to the whereabouts of the imaginary foe.

The little craft could not be seen until they had crept within striking distance, that is, near enough to have discharged their torpedoes at the huge ships.

The captains of the little vessels had successfully dodged the searchlights and had noiselessly come up to the very sides of the war-ships.

This experiment shows not only how important the torpedo-boats are, but also that extraordinary vigilance must be observed to protect the larger ships from attack.

A majority of the English battle-ships are equipped with torpedo-nets, which are hung around the vessel

some little distance from the sides, in such a way as to protect them from torpedoes.

These torpedo-nets are made of chain and cannot be pierced easily. They are not, however, of much avail against the attacks of such a boat as the *Holland*, which can discharge a torpedo from a point below the net and explode it under the bottom of a vessel, its most vulnerable part.



THE greatest obstacle to Spain's success in naval operations in the western Atlantic will be the difficulty of obtaining supplies of fuel for her ships.

The only places where she can recoal at present are Porto Rico and Cuba.

The United States would undoubtedly capture and hold these islands in the event of war breaking out, and Spain would then have to depend upon transports,—which are ships carrying supplies of coal, provisions, and sometimes troops.

Transports are necessarily slow vessels, easily overtaken and destroyed unless carefully guarded; and Spain has not an immense navy that can dispense with the service of some of her best war-boats.

While we have an abundance of supplies close at hand, Spain's position will be a very difficult one. The United States has recently fitted out the Dry Tortugas, which are west of Key West, as a base of supplies, and here coal and munitions of war have been sent.

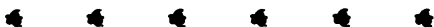
Without an abundant and convenient supply of coal, Spain's torpedo-boats are almost useless, and



her larger vessels could steam for only a few weeks if they were unable to refill their coal-bunkers.

A return to the other side of the ocean would almost mean retreat, and it would be some weeks before the vessels could reach this side again.

Even then, after arriving in Cuban waters the supply of coal would have again run low.



THE English papers report that the dervishes under Mahmoud and Osman Digna have marched down the eastern bank of the Nile toward the fortified camp which the Anglo-Egyptian forces occupy on the Atbara River.

The Mahdists were first seen by the English soldiers on the British gunboats. The Dervish artillery did not fire at the boats, as, it is said, Mahmoud did not wish to injure them, for he intended to capture the vessels and use them himself.

We spoke of a town called Shendy last week. This place is about one hundred miles from Khartoum, and, roughly speaking, half way between that place and Berber, the present base of supplies for the English army.

It is officially announced that Shendy has been captured by the Anglo-Egyptian forces.

Part of the troops on the Atbara had been detailed to effect this brilliant manoeuvre, and it was most successful.

The dervishes who have marched south to engage the main column of their enemies are now cut off from their depot of supplies at Omdurman, which is very near Khartoum.

The London *Spectator* says: "The dervishes should be completely smashed and pulverized when once we get in touch with them."

A report from Cairo last week states that eight squadrons of cavalry, four Maxim guns, a battery of horse artillery, two battalions of infantry, and the whole of the mounted troops were sent out to reconnoitre the dervish position, eighteen miles from the Atbara.

This force met five hundred of the enemy's horsemen, who were driven in. Mahmoud's camp was found to be strongly fortified.

In the middle was a small hill with three tiers of entrenchments encircling it, filled with spearmen.

The whole position, it is said, was swarming with the Mahdists ready for the attack.

The English artillery opened fire at one thousand yards, but it was difficult to note the effect, on account of the thick bushes which surrounded the camp.

The dervishes did not reply, for they were awaiting an attack at close quarters.

Having ascertained the enemy's position, it is reported that the Anglo-Egyptian forces retired, followed by the dervish horsemen. The latter, however, retreated when fired upon.

A short time ago the troops encamped on the Atbara were aroused during the night by a shot from some unknown quarter.

It was known that the dervishes were near, and the men were very much excited. The whole British brigade, it is reported, stood with arms at fixed bayonets.

In the pitch dark a Highlander rushed for his gun to repel the expected onslaught. A comrade was holding his weapon at fixed bayonet when the unfortunate Scotchman rushed into him and was impaled on the bayonet.



**A** LETTER from a correspondent with the English brigade, which has been fighting with the Afridis in Northwestern India, speaks of the interesting march up the narrow, rocky Khyber with its many-towered villages and its splendid natural defences.

Great high mountains border the pass, and sometimes they rise above it to a height of three thousand feet.

A number of valleys wind away from the pass through the mountains, and the sides of the valleys are covered with masses of loose stones and rocks.

It is said that nothing could be more dreary than the general aspect of the country; but from the sides of some of the cliffs sometimes glimpses may be caught of beautiful green ravines.

The firing of the hillmen is reported to be remarkable. At a distance of seven hundred yards the Afridis were almost certain to send a bullet through an English soldier if he exposed himself in the least.

The tribesmen tried to surprise the English; and if the latter were prepared for an attack, the hillmen would defer their intention until a more favorable time.

The Afridis live in the caves on the mountains, for the English have destroyed many of their villages.

They are a hardy people, and have had so much experience fighting among themselves that they are a foe that can only be overcome by a fierce and vigorous campaign.

It is said that even when the inhabitants of the country around Khyber Pass were receiving 87,000 rupees (a rupee is about twenty cents) a year from the Indian Government for keeping the pass open, they were always at war with one another.

The natives have constructed towers on the tops of the hills above the villages, and the various villagers were accustomed to amuse themselves by taking shots at their neighbors.

Since the lives of the hillmen therefore depended largely upon their skill in the use of the rifle, they have become sharpshooters second to none in the world.

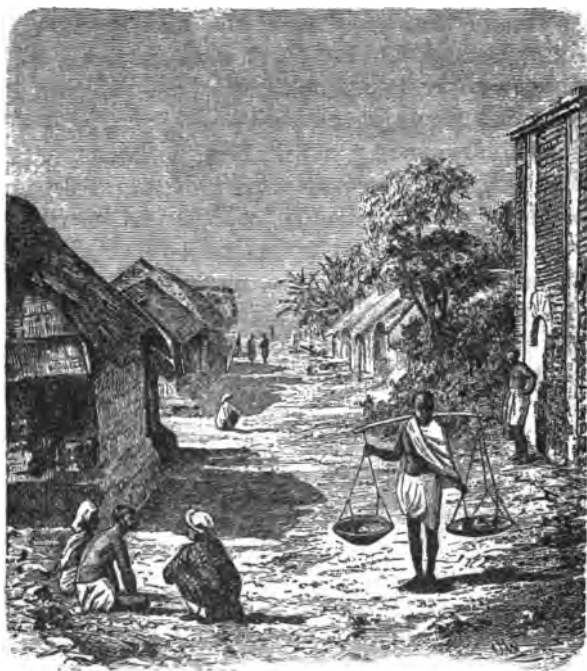


**W**E have received an interesting letter from a correspondent travelling in India.

Of Tanjore and Trichinopoli, in the Madras Presidency, he says: "They are both temple cities. Their main streets are generally very wide, some being a hundred feet. Off from these broad highways shoot a number of little miserable alleys, dirty and filthy to a degree. On both sides of the street are low-studded plaster houses with thatched roofs. They are all shops, and very strange shops they are.

"The goods are piled up in a heap before the cross-legged merchant. Sweetmeats, rice, corn, cloths—everything, one can find in these little square holes, which are not much larger than good-sized boxes, yet they are called bazaars.

"The men are half-naked, wearing nothing but a cloth about their waists. They are painted across the forehead in different colors and designs, which



denote their caste, and also the god or goddess they worship.

"The people live on three or four cents a day, and although, of course, in many cases they are very poor, in no way do they suffer as our poor do in New York.

"There is a place on the Ganges in Northern India called the burning 'ghat.' This is where the Hindus burn their dead."

Upon the top step of the flight leading down to the river, four men were seen by this correspondent carrying the body of a dead person upon a bamboo litter.

The body was brought to the water's edge and carelessly tossed into the water, where it was allowed to remain for several hours.

Then it was taken out, placed upon some wood, and a fire started beneath. The priest who had charge of the ceremony walked about the body seven times, and then threw some ashes or dust over the wood.

When the body was sufficiently burned it was taken out and thrown into the river, and this was the end of the funeral rites.

This to us is a revolting custom; but the Hindus have performed this ceremony for hundreds of years, and probably they look at it in much the same light that we do when we bury our dead.

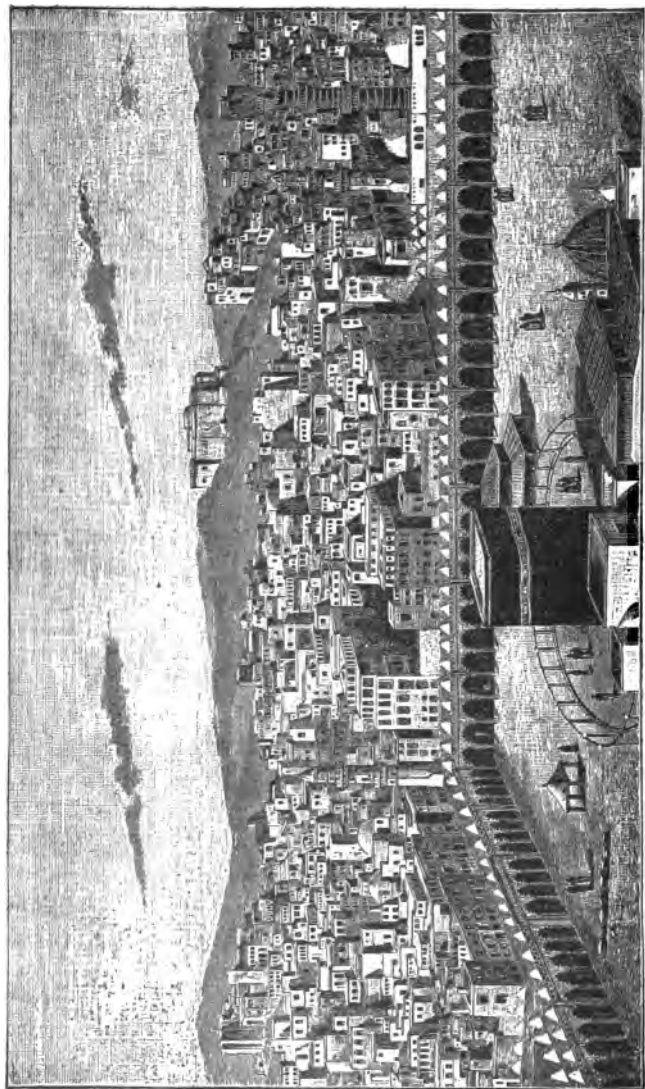


**I**N No 16, Vol. I., of THE GREAT ROUND WORLD we told you about the pilgrimage to Mecca and of the thousands of Moslems who yearly journey to that city in Arabia near the Red Sea.

The increase of the plague in India is exciting grave apprehensions in Egypt.

The Egyptians are afraid that the disease will spread over their country if the thousands of true believers from plague-stricken India are allowed to journey to Mecca and mingle with the pilgrims from the Nile country.

The quarantine board at Cairo has appealed to the



**CITY OF MECCA.**

Egyptian Government to prohibit the pilgrimage from Egypt for this year, and the ministers have forbidden provisionally the issue of passports to intending pilgrims.

The Khedive has the final decision of the matter, but it is not thought that he will resist the appeal of the quarantine board for a measure so necessary for the health not only of Egypt, but also of Europe.

If the plague is once introduced on the Nile it is believed that it would remain there for many years. This has been India's experience, and it would undoubtedly also be Egypt's.



AS usual in the spring of the year, the Mississippi and its tributaries are overflowing their banks, thereby causing great destruction.

The freshets this spring are very heavy. A despatch from Evansville, Ind., says that a levee has given way on the Ohio at Shawneetown, Ill. The waters poured through the break and the town was inundated.

People hastily mounted to the upper stories of the houses, but the water swept the buildings from their foundations, and many persons were drowned.

Of course telegraphic and telephone communications with the unfortunate town were cut off, so the full extent of the disaster at first was not learned.

One report was that two hundred persons had been drowned and the entire town was swept away.

Shawneetown is situated in a very low valley, with hills looming up in the rear, and a twenty-five-foot



levee extending between the two side hills to keep out the waters of the Ohio.

You can imagine what a dangerous position this is for a town, and it is surprising that over a thousand people lived there.

You remember the freshets in the Mississippi a year ago.

THE GREAT ROUND WORLD described them fully. Possibly you recall the pictures in the weekly papers at that time.

Companies of negroes lived on the levees for weeks, for the surrounding low country was completely flooded, and these people had no hills to flee to.

The suffering was intense during these floods, but the people of the United States responded nobly to the appeals for help.



THE Canadian Government, it is reported, has determined to divert the channel of trade to the Klondike from the Pacific coast if possible.

For four hundred miles south of the 141st parallel of longitude there is a strip of land on the coast which is part of Alaska, and therefore belongs to the United States.

Men bound for the Klondike must cross this strip of land unless they strike over to the gold country from the Canadian interior.

The latter is a very perilous undertaking, as the country is wild and the difficulties to be overcome great.

We told you last week of a contract which Canada had made for the construction of an all-Canadian route to the Klondike.

Passengers from the East will connect at Vancouver with the proposed road, which will be controlled by the Canadian Pacific as far as the Stickine River.

From this point the railroad will extend to Lake Teslin, one hundred and fifty miles distant. Here a steamer line will be established on the Lewis and Yukon rivers to the Klondike, and by this route, which is the only through one, the Canadians hope to secure the greater part, if not all, the passenger and freight-carrying trade to and from the gold country.



IT is reported that the insurgents have blown up an American relief train which had proceeded only twelve miles from Havana.

A dynamite-bomb was used, and the wrecking of the train was most complete, to judge from the reports which have been forwarded from Havana.

The insurgents are causing great havoc by their perfectly fearless use of dynamite.

It is said that many of the explosives used by the rebels come from Chicago.

Twenty carloads are reported to have been shipped from that city during the last month, and a great many more are to follow.

The explosive is passed as ordinary merchandise, for great ingenuity is used in boxing the explosives, and a rigid examination fails to detect the nature of the goods.

A report from Havana says that the insurgents destroyed a great iron bridge in the Province of Santa Clara lately by using dynamite.

The report of the explosion, it is said, was heard fifteen miles away.

In the Province of Santiago de Cuba, it is announced that a column of Spaniards have destroyed ninety-four farms, a sugar-cane mill, a coffee plantation, some barracks, and two hospitals. All this destruction was accomplished in three days.

Two small engagements are reported in Santa Clara Province, in both of which, it is said, the Cubans were worsted.

We are happy to be able to say that Miss Clara Barton has started for Cuba for the second time.

Miss Barton expects that if war can be averted between the United States and Spain there will still be a wide field for private charity in Cuba, even if the two governments should take steps to relieve the starving reconcentrados.

If there is war, Miss Barton believes that the services of the Red Cross Society, which she represents, will be needed in caring for the sick and wounded of the two armies.



**I**T is reported that there are many people in Skaguay and Dyea living like tramps.

They have no money with which to buy provisions or pay for lodgings, and sickness is very prevalent:

Men, it is said, on the verge of starvation were carrying packs across the pass near Dyea for half a cent a pound.

The Indians ask thirty-five cents for the same ser-

vice; but you can imagine how well a starving man can carry a heavy pack, so the Indians undoubtedly do the work better.

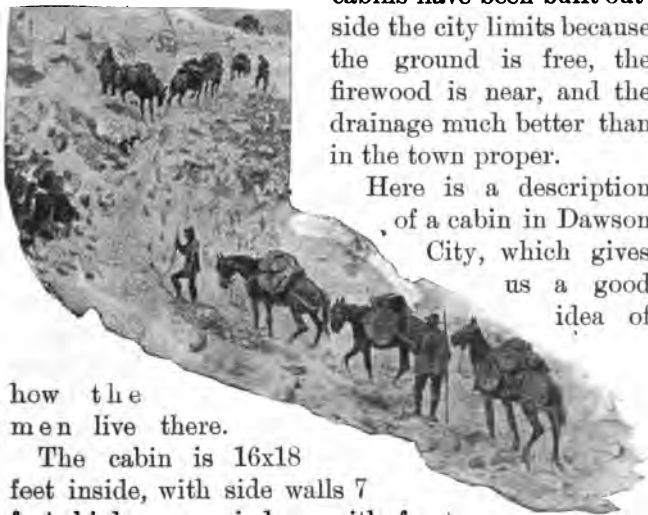
Dawson City consists of about one hundred acres of low ground bordering on the Yukon River.

In Dawson proper there are now about two hundred cabins, besides the stores and saloon. A great many cabins have been built outside the city limits because the ground is free, the firewood is near, and the drainage much better than in the town proper.

Here is a description of a cabin in Dawson City, which gives us a good idea of

how the men live there.

The cabin is 16x18 feet inside, with side walls 7 feet high; one window, with frost covering the panes an inch thick in places; two rough, wide bunks; a stove in the centre of the room; a pail of sour dough hanging over the stove; flour in kegs on the poles near the roof to keep it from the mice; bags, boxes, and cans of supplies scattered about the room; meat on the roof, to keep it frozen; empty boxes for seats; iron knives and forks; tin spoons, plates, and cups.



On the floor are a can of potatoes, a sausage-grinder, a steel pick, a pair of moccasins, and a side of bacon.

Not far away can be seen the Yukon, partly frozen over and partly open.

Candles are expensive, so the bacon is fried to get grease for light, and this makes a good substitute for the candles.



**I**T is reported that Prince Bismarck was recently interviewed by Burgomaster Fischer of Augsburg, one of the Liberal leaders. In the interview Germany's "Grand Old Man" said:

"I have in times past thoroughly emphasized my opinion with respect to the energetic activity of the United States, which seems now on the eve of furnishing to the world an actual example of the, to my mind, very unjust Monroe Doctrine. Nevertheless, I am in whole-souled sympathy with the United States Congress, which, under the present circumstances, demands that the incident shall not go unpunished.

"America is a wonderful country, and the Yankee nation may be compared to a mighty, haughty, overgrown giant, snorting with anxiety to spend his unlimited physical power on some one.

"But the Americans have much to learn yet from their more polite European brethren. It must never be forgotten that one of the principal factors in international diplomacy is courtesy. Yankees are too coarse in their expressions of ill-will.

"On the other hand, I hate that false, hypocritical

suavity in which the Spaniards seem to be so adept. I fear that the impotent Castilian haughtiness and the once much-lauded Spanish national pride have



BISMARCK.

evolved into a mere feminine coquetry, and is nothing more than an ostentatious display of vanity.

“Let me tell you that Spain hasn’t a ghost of a chance against America, and I will be the most surprised man in the world if, with the present military

inefficiency, Spain will permit herself to be plunged into such an unequal strife."

The Iron Chancellor, as Prince Bismarck is sometimes called, has a world-wide reputation as a military leader and statesman. His opinion is extremely valuable and interesting, for he views the discussion in a perfectly disinterested way.



**N**ICARAGUA and Costa Rica, in Central America, have for a long while had a dispute over the defining of the boundary-line between the two countries.

Feeling has run high on the question, and it was intensified by an alleged outrage in the arrest and imprisonment of Consul Beeche of Costa Rica in Managua last fall.

A war seemed imminent, and both countries hurried troops to the frontier.

Efforts were made in the United States to prevent war, and on board the American war-ship *Alert* was thought to be a good place to carry on a conference for arbitration. To this end this boat was despatched to a port in Costa Rica.

Delegates from the disputing countries, as well as from the other Republics of Central America, have been chosen to settle the controversy, and we may expect a peaceful solution of the question.



**G**REAT BRITAIN is said to have 293 torpedo-boats and torpedo-boat destroyers; France, 266; Russia, 230; Germany, 192; Spain, 65, and the United States, 24.

Other countries than our own have realized before now the importance of this type of war-vessel.

Last week a torpedo-boat was bought in England by the United States. She is only sixty feet long, but nevertheless is considered a very desirable addition to the navy.

One other boat of this class was recently bought in Germany; but aside from these two, agents of the United States have been unable to procure any more of these little craft in Europe.

In view of this, it is said that President McKinley is considering the advisability of building one hundred torpedo-boats and torpedo-boat destroyers at once.

This would involve an outlay of about \$7,000,000; but our navy needs strengthening at this, its weakest point, and it is hoped that these boats will be built.

It is thought that of the hundred boats, thirty would be destroyers, each of about 350 tons displacement, with a speed of 30 knots an hour, and to be built in four or five months.

Three hundred and fifty tons displacement means that that amount of water is displaced by the vessel.

If you were to put a block of wood in a pail of water which had been filled to the brim, a certain amount of water would run over the side of the pail. If this were caught in a receptacle placed underneath the pail, and weighed, this weight would be the "displacement" of the block of wood.

The remaining seventy boats would be torpedo-boats of about 100 tons displacement and capable of making a speed of from 20 to 22 knots. These boats could be completed in ninety days.





A KNOT is the nautical term for a *geographical* or *nautical* mile, which is *one-sixtieth* part of a degree of the great circle of the earth. In England and the United States the length of a mile is established by law, and for this reason is called a “statute” mile. The nautical mile is 6,080.27 feet, the statute mile 5,280 feet.

When a captain of a vessel wishes to ascertain the speed at which his boat is going, he uses what is called a log-line. This line is paid out astern. There are a number of divisions on the log-line, each  $\frac{1}{120}$  of a nautical mile, and these divisions are indicated by “knots” on the line. A flat piece of wood is usually attached to the end of the line. This float is weighted on one side, so that it will float upright, and is attached to the line in such a manner as to stay at right angles and not drag through the water.

The part of the line between the log and the first knot is called the stray line. This first knot is placed at a considerable distance from the float and is very prominently marked.

To use the log-line, the float is thrown over from the lee quarter of the vessel, and the line is then unwound from the reel as fast as the vessel sails.

At the instant the first point of division passes from the reel a half-minute sand-glass is inverted, and when the sand has all run out the reel is stopped. The number of equal spaces that have been unwound indicates the number of nautical miles the ship is sailing per hour, for half a minute bears the same relation to an hour that one of the divisions of the line does to a nautical mile.



**W**E told you last week that the direction of the Chinese Eastern Railroad which Russia is to build in Manchuria is planned to bring the road farther to the southward than was at first intended.

After the road crosses the Khingan Mountains, which you will find plainly marked on THE GREAT ROUND WORLD Atlas, it is to pass through Tsitsihar.

It is said that at the summit of the pass over the mountains there is a temple dedicated to the goddess of mercy.

This temple was built by the Manchurians, and at present the Russian engineers are using it for their offices.

Over the range, on the swampy plains, companies of Russians are working to make a foothold for the "iron horse."

These men are all great big fellows, picked for the rough work, and they are accompanied by interpreters and Cossack soldiers. It is said that the latter are needed more for work than for protection.

Tsitsihar is a city of 30,000 inhabitants. The place is quite Russian, for the language of that country is universally spoken, and the city is filled with Russians who come to buy live stock and provisions.

It is reported that Russian railway offices are being built outside the city, and throughout the town the Chinese appear to be greatly impressed by the air of possession which the subjects of the Czar have.

Southwest of Tsitsihar you will see Bodune (sometimes called Petuna or Badune). This city has 60,000 inhabitants and is growing rapidly.

The new railroad will pass through Bodune and

continue southward to Kirin Oula, which is larger than either of the cities mentioned; and here also "Russification," as it is called, is far advanced.

This city is destined to be the chief centre of the new railroad. The surrounding country is very fertile—so much so that it is said the crops of this district would provision the whole Siberian army. It is within easy marching distance of Russian frontier posts, and wood and coal are abundant.

From Kirin the road is to cross the Sungari and go east for over a hundred miles. It then will make a turn to the north and strike Ninguta; then south to Port Arthur, and the terminus is reached.

It is expected that it will take six years to build the Chinese-Eastern Railroad, but the preliminary work has been pushed rapidly, and the Russian bear is not likely to relinquish the hold he has gained on Manchuria.

It is reported that at the Chinese capital the authorities are in the greatest confusion. This is not to be wondered at, for "the chorus of the powers" is daily increasing in volume.

France said that she would occupy Hainan if her demands were not complied with by March 26th. This date has passed, and despatches have not reached us that France made good her threat.

Japan or England should make the next move on the Chinese checker-board.

It is said that the former is busily engaged in repairing the fortifications at Wei-Hai-Wei.

Prince Henry of Germany has arrived at Hongkong in the cruiser *Deutschland*, and the Government is entertaining him royally.

The *Deutschland* has had a hard trip, and it will take three weeks to put her in first-class order again.

In THE GREAT ROUND WORLD, No. 61, we told you about Prince Henry's departure from Kiel. He spoke then of Germany's "mailed fist," and also said that he expected to Christianize the Eastern country. It will be interesting for us to follow the German Prince's movements in China. It is said that China has agreed to lease Wei-Hai-Wei to Great Britain after the Japanese have evacuated the place. A despatch from Peking states that if China does not agree to lease Wei-Hai-Wei to England, that country has determined to seize Port Arthur regardless of Russia's hold upon it.

England has a strong fleet of twenty-nine ships at Chee-foo. You will notice on the Atlas that this port is north of Wei-Hai-Wei and directly opposite Port Arthur. It is believed, however, that England will eventually get the port which the Japanese hold at present. Great Britain says that Japan will not object to her taking Wei-Hai-Wei, for the two countries have a very good understanding of each other's designs. Poor old China is complaining bitterly, for she does not possess a single war-port for the five warships which are being built for her in other countries. There is absolutely no place, it is said, to receive these new boats unless Japan gives up Wei-Hai-Wei to China, and this is doubtful.

## SUBMARINE BOATS.

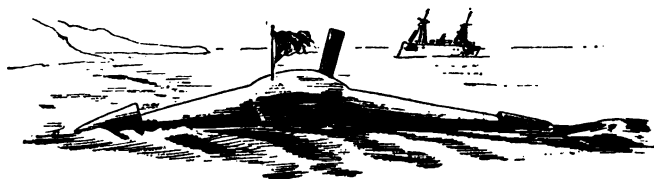
**T**HE idea of building boats that can move about under the water is an old one, and we all remember Jules Verne's remarkable book, "Twenty Thousand Leagues Under the Sea." Many inventors, some very well known for their success in other lines, have worked at the problem, and a number of experimental boats have been built. The latest of these is the Holland boat, which has been mentioned in the press, and to which **THE GREAT ROUND WORLD** has several times referred.

The great advantage of such boats for the defence of seaports against unfriendly vessels of war must be evident. Battle-ships and cruisers are provided with great guns to defend themselves from the attack of other large ships, smaller rapid-fire guns to sink torpedo-boats, and many of them carry steel nets which they hang over their sides to protect them from any movable torpedoes which may be sent at them. But no plan has been arranged which will protect a vessel from an attack from below; and if submarine boats can be successfully operated it would seem as though all ships would be at their mercy, as their approach could not be guarded against.

Two different ideas have been made the basis in plans for these boats—one being to place a torpedo beneath, the other to fire a charge of dynamite or other explosive at the vessel attacked.

One of the most successful submarine boats yet built was designed and constructed by Mr. Nordenfelt, who is well known as the inventor of the rapid-fire

gun that bears his name. In 1883 he began his experiments, and by 1885 had been so far successful as to give an exhibition in Copenhagen, Denmark, before many distinguished people, including the Prince of Wales and the King and Queen of Denmark. His boat was 61 feet long, 9 feet in diameter, shaped like a cigar, and was operated by steam. He continued to perfect his plans, so that in 1887 he sold to the Turkish Government, after many successful tests, three boats, each 100 feet long, which could remain at a depth 50 feet below the surface of the water for nine



ONE OF THE NORDENFELT BOATS SOLD TO TURKEY.

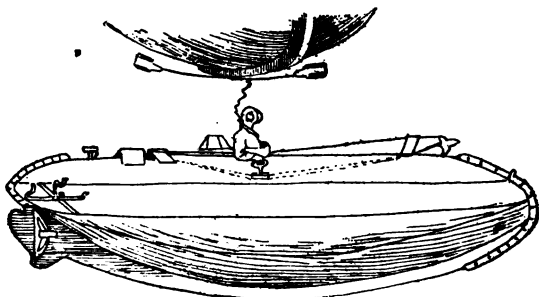
hours at a time. These fish-like vessels were designed to fire torpedoes at the bottom of the enemy's ships.

The customary way of sinking these boats is to admit water into tanks provided for the purpose, until the boat has sunk to the desired depth. The pressure of water increases as the distance below the surface increases, and a gauge is provided which measures this pressure and allows the pilot to know how far down he is.

A Mr. Waddington designed a smaller craft, of much the same sort, but operated by electricity, and she had some very successful tests at Liverpool, England. A peculiar device was that of attaching a large weight to the bottom of this boat, so that if it

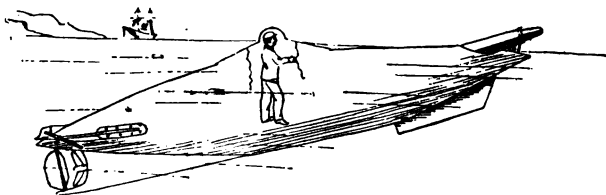
was desired to rise quickly this weight could be dropped.

A strange little vessel of another style was built by a Mr. Tuck, of this country. She was 30 feet long,



THE TUCK BOAT PASSING UNDER A VESSEL.

7½ feet wide, and 6 feet deep, and was operated by electricity. As shown in the picture, the operator was encased in a diver's suit attached to the top of the little vessel and steered and controlled her by apparatus outside. At the front and back were tor-



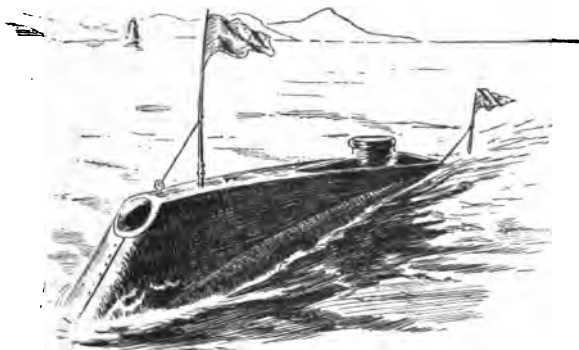
THE ORIGINAL HOLLAND-ZALINSKI IDEA.

pedoes connected by an electric wire; and when the boat was beneath the vessel to be destroyed these torpedoes were released, and, being light, rose up against the vessel's bottom and there rested. The submarine boat then moved away, letting out a wire

which kept her connected with the torpedoes, and when at a safe distance fired them by electricity.

The Holland boat which is now attracting so much attention is not a new idea, for Mr. Holland has been engaged many years at the problem, and for some time worked with the assistance of Lieutenant (now Captain) Zalinski, well known as the inventor of the dynamite-gun, which is in use on the *Vesuvius*.

The first Holland boat was tried in the harbor of New York some years ago. She was 50 feet long and



THE HOLLAND BOAT RISING.

8 feet in diameter; she had water compartments at the bow and stern for sinking her, and horizontal fins to keep her from turning over and to assist her in going down. In the experiments made this vessel showed a speed of nine miles an hour on the surface, and successfully dove and rose again several times.

From that time not much has been heard of Holland's work; but that he has not been idle is shown by the recent tests of his new boat, which appear to have been highly successful. She carries a dynamite-



gun, the muzzle of which can be seen in the picture. This picture is taken as she is rising to the surface. The gun is fired by compressed air, and throws a charge of dynamite either through the air, when the boat is on the surface, or through the water, when she is submerged.

Lieutenant Sargent, of the navy, recently witnessed her trials, and expressed himself as much impressed with her possibilities. At this time when there is so much talk of war, and especially of naval matters, it is particularly interesting that this American submarine boat should appear to have solved the problem, and to put within the realm of probability the supposed impractical ideas of Jules Verne.

The difficulties that make naval authorities hesitate and hold back their support from submarine boats are more the result of the dangers attending their use for practical purposes than the question of their success in tests. It is so difficult to see under water, and there is such great danger of the submarine boat going down with the vessel it attacks; there is also so much chance of its roaming about for miles without finding the boat it is looking for, that the submarine torpedo-boat is subject to ten chances of failure to one of success.

It is possible, however, that these troubles may be overcome. A really practical and reliable type of submarine boat would be a very great addition to any navy, and perhaps American ingenuity will follow up the success of the Holland boat by improvements which will make this type thoroughly serviceable.

# The Great Round World

## And What Is Going On In It

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Vol. II., No. 16.

APRIL 21, 1898

Whole No. 76

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**With  
the  
Editor**

No. 75, as stated therein, was delayed in printing by a general strike of the printers and electrotypers of New York. Many of our subscribers who failed to receive their number promptly have written to us, and doubtless have received no answer. We trust that they will understand that the delay was unavoidable on our part, and that their failure to receive reply was due to the fact that we presume their numbers have reached before this number does. If such is not the case, duplicates will be sent upon receipt of request.



**T**HIS number contains news that is bound to mark an epoch in our history and that of the world. For weeks this country has awaited decisive action on the part of the President and Congress. The terrible disaster to the *Maine* brought us to a realizing sense of the true character of Spain, and at the same time emphasized the fact that as a nation we were not prepared to maintain our position by force of arms. As will be seen by the report of the Senate Commit-

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tee, we have, if anything, judged Spain by far too charitably. It has not been possible for us in our limited space to publish the report of the Senate Committee in full; it should, however, be read carefully by every one. The fact that information of such grave import has been in the possession of the President demonstrates clearly that he has acted in the whole matter with great tact, for now that the time has come for decisive action we are prepared to defend our rights. We trust that the great strength and abundant resources of this country will prove an argument of such potency as to force Spain to accede to our demands and thus avert war; time only can decide this question.



## Answers to Correspondents

DEAR EDITOR:

I enjoy your magazine very much. I have all the back numbers, and I think they are very interesting. I am very much interested in birds, and have seen quite a number here; among them are the wood-thrush, the robin, the English chipping, song, field and grasshopper sparrows; but the rarest bird here I think is the mourning dove, or *Zenaidura macroura*. I have recorded in East Hampton, L. I., and Morristown about one hundred different birds. I can recommend above all other bird books for beginners, Chapman's "Birds of Eastern North America," written by Frank M. Chapman, which gives clearly bird information for beginners. This is my first letter to THE GREAT ROUND WORLD, and I hope it will be

printed. Hoping great success and a long life to your paper, I remain, yours affectionately,

JOHN HALL WHEELOCK.

P. S. In "Invention and Discovery" you tell about the pioneer bomb—what would happen if the bomb struck the water?

MORRISTOWN, N. J., April 11, 1898.

No doubt if the bomb struck the water the result would be most unsatisfactory. The whole scheme is, however, not practical, and the invention is not likely to prove of value.

What you say about the birds interests us very much; we will be glad to hear from you further about them, and we trust that your letter may encourage other boys and girls to write to us on similar subjects.

EDITOR.

We wish to acknowledge receipt of a very interesting composition on "Cotton and the Cotton Plant," from Clarence G., 48 West 84th Street, New York city.

This has been referred to the department of "Invention and Discovery," and may be published in a later issue.



## New Books

IT is our purpose to mention in these columns only such books as may be recommended. Our space is too limited to include those not considered desirable.

The custom which we inaugurated last year of send-

ing books to different subscribers to be reviewed, we shall continue; we therefore solicit correspondence in reference to new books. Whenever we receive a well-written description, we shall add the name of the writer to the list of those to whom we send new books for review.

From "M. P.," Flushing, L. I., we have received the following description of "Uncrowning a King," by Edward S. Ellis (New Amsterdam Book Co., New York city):

"I have enjoyed reading 'Uncrowning a King,' by Edward S. Ellis, the book sent me by THE GREAT ROUND WORLD. It is a story of King Philip's War, which lasted several years. In the settlement of Chilton, during the Sunday service, the church was attacked by the Wampanoag Indians. One of the sentinels was killed, and Hugh Underwood seized the sentinel's gun and fired on the Indians. He captured an Indian, who promised to take Hugh to a settlement that was to be attacked the following day if he would give him his freedom. The story gives an account of Hugh's adventures through the woods; the attack on Brookfield; his adventures on his way to Boston to secure aid for Brookfield; his capture by the Wampanoags, and his release by King Philip. The death of King Philip and the selling of his only son into slavery in Bermuda was the end of King Philip's War.

# Current History



**T**HE President's long-looked-for message in reference to the Spanish trouble was sent to Congress, Monday, April 11th.

In this the President refers to the revolutions preceding the present one. These revolutions, he says, have caused enormous losses to American trade and commerce, and our people have been shocked by the cruel and barbarous modes of warfare practised.

He refers to the unsuccessful effort of President Cleveland to mediate between Spain and her revolting colony in 1896—unsuccessful because Spain would not consider any form of mediation.

President McKinley then describes the condition of the reconcentrados—how 300,000 people, or even more, were herded within towns and deprived of every means of support.

You will remember the words used by the President in a former message; he said: "It was extermination—not warfare. The only peace it could beget was that of the wilderness and the grave."

The present message refers to the feeding of the reconcentrados by the American people—how a Central Cuban Relief Committee was established with headquarters in New York, composed of three members, one representing the Red Cross Society, one the religious, and the third the business elements of the community. It seems that this committee has dis-

tributed \$200,000 in money and supplies among the starving people.

The President impresses upon us the fact that thousands of lives have been saved through the generosity of the people of the United States.

"The necessity for a change," he says, "in the condition of the reconcentrados is recognized by the Spanish Government. Within a few days past the orders of General Weyler have been revoked, and the reconcentrados are, it is said, to be permitted to return to their homes and aided to resume the self-supporting pursuits of peace; public works have been ordered to give them employment, and a sum of \$600,000 has been appropriated for their relief."

President McKinley inclines to the belief that, short of subjugation or extermination, a final military victory for either side seems impracticable.

He will not allow himself to think or speak of the forcible annexation of Cuba. In reference to putting an end to the trouble in Cuba, the President quotes the following words, which occurred in his message of last December: "Of the untried measures there remain only: recognition of the insurgents as belligerents; recognition of the independence of Cuba and intervention to end the war, by imposing a compromise between the contestants; and intervention in favor of one or the other party. Forcible annexation cannot be thought of, for by our code of morality it would be criminal aggression."

After this reference to a former message, the President quotes President Jackson's message to Congress in 1836 on the subject of the recognition of the independence of Texas.

Mexico was trying to keep this territory, and there was a revolution going on very much like the present one in Cuba. The Texans wished to be recognized as holding an independent state, but Andrew Jackson said: "Prudence dictates that we should still stand aloof and maintain our present attitude (that of non-recognition). This attitude will secure respect and influence abroad and inspire confidence at home."

President McKinley outlines the late negotiations with Spain, and how that country brought the Executive "to the end of his effort," as the message says.

The pith of President McKinley's message is:

"I ask Congress to authorize and empower the President to take measures to secure a full and final termination of hostilities between the Government of Spain and the people of Cuba, and to secure in the island the establishment of a stable government, capable of maintaining order and observing its international obligations, insuring peace and tranquillity and the security of its citizens, as well as our own, and to use the military and naval forces of the United States as may be necessary for these purposes.

"I recommend that the distribution of food and supplies be continued, and that an appropriation be made out of the public treasury to supplement the charity of our citizens.

"Prepared to execute every obligation imposed upon me by the Constitution and the law, I await your action."

The President barely touches on the *Maine* disaster, and the jingoes are disappointed in that he has not made that incident a *casus belli* (a cause for war).

As the Executive received the news of an armistice



declared by Spain as he was finishing his missive, he merely mentions the fact without comment.

In closing, President McKinley writes: "If the armistice attains a successful result, then our aspirations as a Christian, peace-loving people will be realized. If it fails, it will be only another justification for our contemplated action."



THE excitement not only in Congress, but also throughout the country, after the publication of the message, was subdued but intense.

The message was referred to its Committee on Foreign Relations by both the House and the Senate.

On April 13th the House Committee presented the following resolution, adopted by a majority of the members of the committee:

"Whereas, The Government of Spain for three years past has been waging war on the island of Cuba against a revolution by the inhabitants thereof without making any substantial progress toward the suppression of said revolution, and has conducted the warfare in a manner contrary to the laws of nations by methods inhuman and uncivilized, causing the death by starvation of more than 200,000 innocent non-combatants, the victims being for the most part helpless women and children, inflicting intolerable injury to the commercial interests of the United States, involving the destruction of the lives and property of many of our citizens, entailing the expenditure of millions of money in patrolling our coasts and policing the high seas in order to maintain our neutrality; and

"Whereas, This long series of losses, injuries, and burdens for which Spain is responsible has culmi-

nated in the destruction of the United States battleship *Maine* in the harbor of Havana and in the death of 266 of our seamen;

“*Resolved*, That the President is hereby authorized and directed to intervene at once to stop the war in Cuba to the end and with the purpose of securing permanent peace and order there, and establishing by the free action of the people thereof a stable and independent government of their own in the island of Cuba, and the President is hereby authorized and empowered to use the land and naval forces of the United States to execute the purpose of this resolution.”

After a stormy session the House of Representatives passed the resolution by a vote of 322 to 19.



THE Senate did not act on the resolutions of its Committee on Foreign Relations as quickly as did the House of Representatives.

This committee held Spain responsible for the *Maine* disaster, and asserted in its resolutions that the abhorrent conditions now prevailing in Cuba could not longer be endured. It claimed that the duty of the United States was to demand the withdrawal of Spain's land and naval forces from Cuba and Cuban waters, and that the President should therefore be directed to use the entire land and naval forces of the United States to carry the resolutions into effect.

The Senate Committee on Foreign Relations rendered a report to support its resolutions, and the part relating to the destruction of the *Maine* is now most interesting history. The report says:

“It is the opinion of your committee, having con-

sidered the testimony submitted to the Board of Inquiry, in connection with further testimony taken by the committee, [this testimony has no doubt been withheld because it clearly establishes the identity of the Spanish officials guilty of the destruction of the *Maine*] and with the relevant and established facts presented by the events of the last three years, that the destruction of the *Maine* was compassed either by the official act of the Spanish authorities or was made possible by a negligence on their part so willing and gross as to be equivalent in culpability to positive criminal action."

Furthermore, the report as to the *Maine* catastrophe is supported by the opinion of Chief Justice Marshall as to Spain's connection with the blowing up of the *Maine*. In this opinion the Chief Justice says that ships of a friendly nation are allowed to enter and remain in the ports of another power under the protection of the Government of the port. He does not contend that the safety of the foreign ship is to be absolutely guaranteed, but he does insist that due diligence must be used to protect such vessel by the officials in charge of the port.

The Committee in its report emphasizes the fact that the *Maine* was destroyed by the explosion of a submarine mine in position under her, in a Spanish harbor, at a place *where she had been moored to a buoy by the express direction and guidance of the Spanish authorities*.

And then another significant as well as a startling fact is that explosive contrivances like submarine mines and torpedoes of all kinds are almost exclusively used by governments for defensive or offensive

operations. They are not to be bought at private sale, and the destructive contents cannot easily be made, and are hard to obtain, except possibly gunpowder. The entire contrivance of a submarine mine is a piece of machinery very complicated, and not generally understood except by special manufacturers or naval officers.

The report goes on to show that the mine was undoubtedly connected with the shore battery, which would have to be properly housed, guarded, and attended by trained operators.

The report of the Foreign Relations Committee continues :

“The duplicity, perfidy, and cruelty of the Spanish character, as they always have been, are demonstrated still to continue by their manifestations during the present war in Cuba. All these circumstances considered cumulatively, together with other considerations which will exactly accord with and add force to them, undenied and unexplained as they are by any authority excepting the *baseless report of the Spanish Board of Inquiry*, warrant the conclusion stated hereinbefore, that the destruction of the ‘Maine’ was compassed either by the official act of the Spanish authorities (and the ascertainment of the particular person is not material) or was made possible by a negligence on their part so willing and gross as to be equivalent in culpability to positive criminal action.”

At 5.25 P.M. on the afternoon of the 13th the Senate adjourned without taking action on the above resolutions.



ON April 7th representatives of Great Britain, France, Germany, Russia, Italy, and Austria-Hungary called upon President McKinley in a body. Sir Julian Pauncefote, England's ambassador to the United States, was the leader of the representatives of the six great powers of Europe, and they presented the following note:

"The undersigned representatives of Germany, Austria-Hungary, France, Great Britain, Italy, and Russia, duly authorized in that behalf, address in the name of their respective governments a pressing appeal to the feelings of humanity and moderation of the President and of the American people in their existing differences with Spain.

"They earnestly hope that further negotiations will lead to an agreement which, while securing the maintenance of peace, will afford all necessary guarantees for the re-establishment of order in Cuba.

"The powers do not doubt that the humanitarian and purely disinterested character of this representation will be fully recognized and appreciated by the American people."

The President's reply to this told what the nation would do—"fulfil a duty to humanity." The President, however, said nothing of Cuban independence and made no pledges. His answer was:

"The Government of the United States recognizes the good will which has prompted the friendly communication of the representatives of Germany, Austria-Hungary, France, Great Britain, Italy, and Russia, as set forth in the address of your excellencies, and shares the hope therein expressed that the outcome

of the situation in Cuba may be the maintenance of peace between the United States and Spain by affording the necessary guarantee for the re-establishment of order in the island, so terminating the chronic condition of disturbance there which so deeply injures the interests and menaces the tranquillity of the American nation by the character and consequences of the struggle thus kept at our door, besides shocking its sentiment of humanity.

"The Government of the United States appreciates the humanitarian and disinterested character of the communication now made on behalf of the powers named, and for its part is confident that equal appreciation will be shown for its own earnest and unselfish endeavors to fulfil a duty to humanity by ending a situation, the indefinite prolongation of which has become insufferable."

We have given you both address and reply, for they are important items of history, and will be interesting to refer to in the light of events which may follow.

The whole tone of the powers' address is evidence of the great respect in which our chief magistrate is held by these great nations,—evidence that they respect his judgment and can safely rely upon him to act wisely.

At one time recently it was thought that the Queen Regent of Spain would assume the responsibility of acting for her own country and comply with the demands of President McKinley.

If the Queen should act in this way it would undoubtedly cause a great deal of bad feeling in Spain. However, if she could prevent war between Spain and the United States her name would be recalled in the future as one of Spain's greatest women.

We are sorry to say that the reports of her intervention have died away, and nothing more is heard of it at this time.



THE Navy Department has succeeded in buying a cruiser in England which was built for Peru. This boat is called the *Diogenes*, and she has had quite a history. In 1883 she was built for Peru by the Thames Shipbuilding Company. She never became the property of that country, however, because Peru was unable to complete the arrangements for her purchase.

During the Japan-China difficulty Japan bought the *Diogenes*, but before the boat could be fitted out and despatched to her owners the war broke out in the East, and international law prevented her from leaving English waters.

Japan was therefore released from the contract, and since 1893 the *Diogenes* has lain in the Thames waiting for a purchaser.

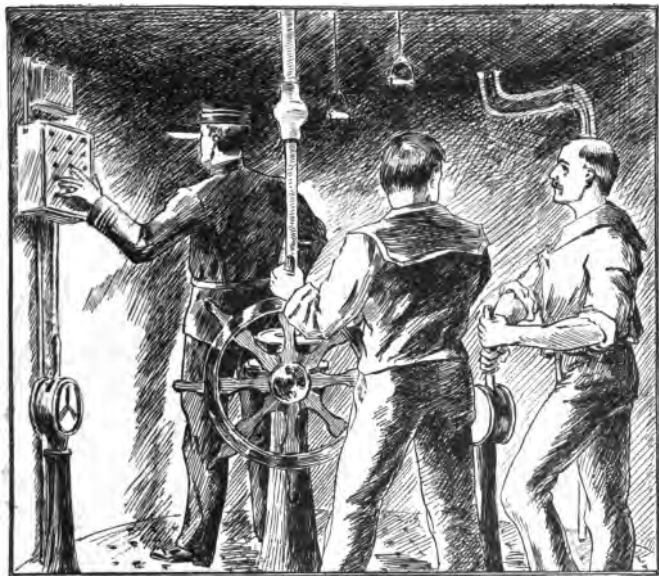
The boat is 250 feet long, 35 feet wide, and draws 10 feet of water. On her trial trips she has made 16 knots an hour.

The armament is particularly strong on the new boat. She carries two "long Toms" (great guns which throw shells an immense distance) on her upper deck, and also a "stern-chaser," so called on account of its being used against a pursuing vessel. On the main deck are four Maxim guns. These are

rapid-firing guns, and the number of shots they are able to discharge in a short time is marvellous.

A crew of forty has been enlisted to take the cruiser to the United States, and she has been coaled and provisioned for her long trip.

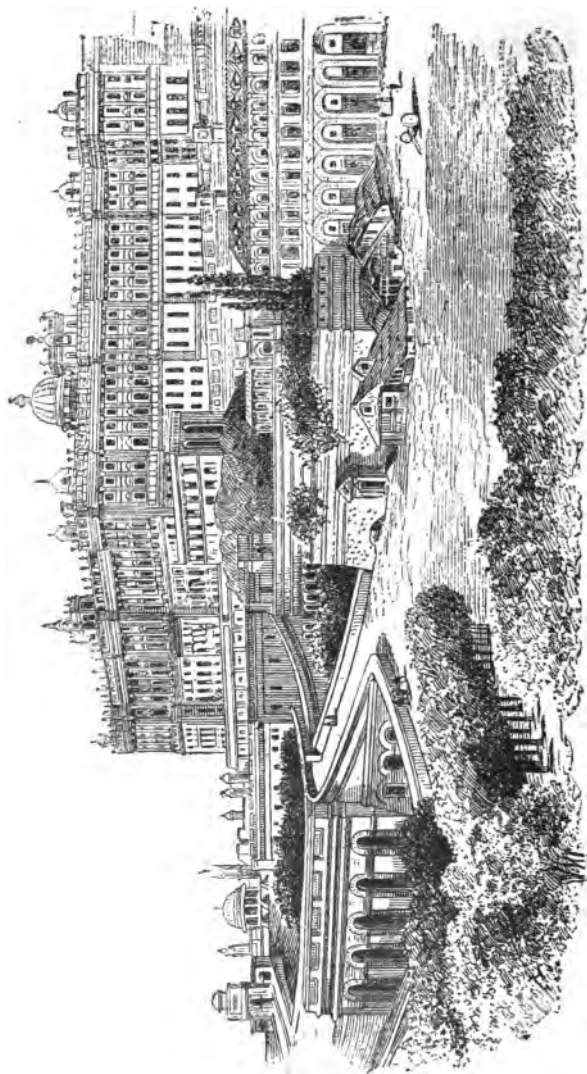
Lieut. John J. Knapp has been placed in command



of the *Diogenes*, and it is to be hoped that this boat, which has been idle for such a long time, will be of good service to the rapidly increasing United States navy.

The *San Francisco* and *New Orleans* arrived in Halifax, Nova Scotia, on April 11th. The vessels had a stormy passage, and their supply of coal had run so low that sight of land was most welcome.





ROYAL PALACE AT MADRID.

After recoaling, the boats started for New York on the 13th, and our new purchase is now in New York harbor.

Every steamer from Europe is bringing supplies of war material, and we are glad to report the safe arrival of the torpedo-boat lately bought in England by the United States Government.

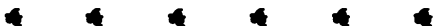
The Navy Department has notified the American Line that it will take the *St. Paul* and *St. Louis*, and these beautiful boats will be used as auxiliary cruisers.

The *St. Paul* and *St. Louis* are sister ships, and the largest boats on the American Line. They are 554 feet long and 63 feet wide, and have a speed of over 20 knots an hour.

It is not known at present whether or not the vessels will be chartered or bought. It would be better, it seems, to buy them, for otherwise the Government would have to pay the cost price as well as the amount agreed in the charter contract if they are destroyed.

It is reported that our Navy Department has also bought the Brazilian cruiser *Nictheroy*. This boat is 380 feet long, 48 feet wide, and can steam about 18 knots.

The vessel, it is said, will sail immediately for the United States, and on its arrival be formally transferred to our Government.



TWO weeks ago we printed a picture of Alphonso XIII. of Spain, and possibly you would like to hear a little about him this week.

The little King is now twelve years old, and has

just successfully passed an examination which will allow him to enter a Spanish university if he wishes to.

It was in one of the rooms of the palace that the examination took place, and not only the Queen Regent, but also the ladies of the court, were in a great flutter of excitement.

It seems that the young King was very quick at answering the questions put to him. We can imagine he is very, very bright, for in addition to the usual subjects, he was examined in elementary algebra, geometry, physics, chemistry, botany, zoology, mineralogy, ethics, psychology, Latin, Greek, French, and agriculture. It is said that he speaks French, English, and German fluently, so he must be a bright chap to know all these things.

He must feel like a pretty big boy now; and how proud he was when he received his green and white paper, called a diploma, which told him how well he had passed.

Have you ever been told all the names which the little King of Spain has? When he was baptized, not only was he called Alphonso, but the following names were added: Leon-Ferdinand-Marie-Jacques-Isidore-Pascal-Antoine. All that is called his informal title. His formal title would take up fifteen lines of this page.



**T**HE Anglo-Egyptian army under command of Sirdar Herbert Kitchener has dealt the Mahdi a severe blow on the Upper Nile.

We told you last week that the English were on the Atbara River. It was near this river that this last brilliant victory was achieved.

The dervishes were strongly intrenched, their position of defence being called a zariba—a perfect labyrinth of pits, embankments, and huts.

General Kitchener with three brigades attacked the Mahdists, who were commanded by Osman Digna and Mahmoud.

The Mahdist force was estimated at 12,000 men, and they fought fiercely to defend their position.

The charge of the Anglo-Egyptians must have been a daring one, for the Mahdists were ready for them, and the works had to be carried under a storm of bullets which killed many brave men. The British force lost 500 men, it is said, while 2,000 dervishes were killed.

Osman Digna, who is said to be a Frenchman, took to flight when he saw the tide of battle turn, but Mahmoud, who had been in an underground pit while the fight was going on, was captured. It was important for the English to capture this man, for he is one of the ablest generals of the Mahdi, and his loss will be felt keenly.

The dervishes lost almost everything they had, including ten cannon, their baggage, standards, and animals.

The English regard the victory as one of greatest importance, for perhaps it is the death-blow to Mahdism. At any rate, the result of the engagement renews confidence in General Kitchener's ability to lead his troops to victory, and we may expect an end to hostilities on the Nile shortly.

A later report says that the forces of Mahmoud were completely broken up, some of them fleeing toward Atbara and others toward the Nile.

A despatch from the English camp gives the following vivid description:

"Mahmoud's zariba, rifle-pits, and intrenchments are literally chock-full of dead, while the ground outside on the south is covered with bodies.

"The most striking feature of the engagement was the picturesque storming of the zariba. General Hunter, cheering and with helmet in hand, led the Soudanese and Egyptian troops to the attack.

"Major-General Gatacre led the British brigade, and accompanied by Private Cross was the first to reach the zariba. Private Cross bayoneted a big dervish who was aiming point-blank at General Gatacre.

"Piper Stewart, while leading the Cameron Highlanders, was killed, seven bullets passing through his body.

"The last words of Captain Urquhart, of the Highlanders, who was killed, were: 'Never mind me, lads; go on.'

"General Kitchener after the battle said, referring to the slow, steady advance of the Scotch regiment under the withering dervish fire: 'It was one of the finest feats performed for many years. We are proud of such a regiment.' "



"**EL MAHDI**" was the name given to Mohammed. It means "the guide" or "leader." Many of the Mussulmans believe that Mohammed will appear again on the earth, and this belief has given rise to many false prophets calling themselves El Mahdi, or The Mahdi. The most important of these was Mo-

ammed Achmet, who gathered many followers in the Soudan, instituted a holy war, repeatedly defeated expeditions sent against him, and finally captured Khartoum, where the brave General Gordon—Chinese Gordon, as he was called—was killed. The present Mahdi is the successor of Achmet, who died in 1885; he claims to have been endowed with all the powers of his predecessor, and has seemed to have a charmed life, for he has had many narrow escapes. His followers are terrible fighters, for death in battle has no terrors for them: they believe that the faithful that die fighting go straight to Paradise.



**A**T this time, while the yearly pilgrimage to Mecca, the holy city of the Mohammedans, is taking place, it is interesting to hear about the place which contains the "Kaaba," or holy shrine of the prophet.

None but men of the true prophet's religion are allowed to enter Mecca, and it is said men who are of any other religion, or women even if they are Mohammedan, are immediately put to death if found inside the walls of the city.

One woman, a Saracen princess, forced her way into the holy place with the aid of thirty thousand soldiers, but she is the only woman who has ever been known to enter the city.

Many Christians and Jews have tried to see the "Kaaba," and lost their lives. The Kaaba, or Square House, is the most sacred shrine of the Mohammedans, and is situated in the centre of the vast mosque of Mecca (see illustration in our last number). Mr. Herbert Glenny, an English scholar, was stoned to

death in Mecca, and a Jew named Arensen was crucified for having passed the gates of the city.

A young Russian officer named Milutine, however, contrived successfully to visit the holy city, and he was lucky enough to escape with his life.

He had heard that no Christian had ever succeeded in entering and leaving Mecca, so in a purely ad-

venturous spirit he determined to accomplish this dangerous feat.

He learned Turkish, visited various mosques and temples to learn the religious customs of the Mohammedans, and finally, disguised as a Turk, lived for three months in a Turkish house without his identity being discovered.

When he thought that his disguise was perfect, he started for Mecca with a

great band of pilgrims from Constantinople.

The journey led across stretches of desert, and many times the pilgrims were attacked by the fierce Bedouins, who hoped to gain some of the treasure which was being carried to the shrine of the prophet.

It seems that numbers of Mohammedans who are



BEDOUIN ARAB.

unable to take the trip send by friends money and jewels as offerings to be deposited in the holy city.

The marauding Bedouins know this, and Lieutenant Milutine said that twenty-two times was the caravan attacked.

Seven times in a day halts were made, and every pilgrim knelt in prayer, for this is a Koran rule not to be slighted on any account.

When the journey was half completed the caravan halted and the travellers changed their clothes for the "Ihram." This is the pilgrim costume, made of two large towels, and when this is put on, each Mohamedan swears not to tie knots in his clothes, not to oil his body, nor to cut his nails, hair, or beard, nor to color the latter with henna (a dye much used by the Persians and Arabians).

The day this ceremony was performed the pilgrims kept shouting loudly a verse from the Koran: "Here I am, O God, here I am! Here I am, O Unassociated One, here I am, for unto thee belong praise, grace, and empire, O Unassociated One!"

There are barriers far outside of Mecca where each pilgrim is examined to make sure that he is a true believer. Then large steps must be mounted before the weary pilgrims reach the entrance to the city. Inside is the "Kaaba," toward which every Moslem turns his face when he prays.

Lieutenant Milutine describes the "Kaaba" as a cubical structure of massive stone. Several yards from the building proper is a balustrade with lamps on it, which are always lighted, and between the balustrade and the stone structure the crowds of Mohamedans pass, going through ceremonies which are



believed to be very necessary. Many acts of devotion are performed in Mecca which would seem foolish to us, but which the true believer thinks requisite for his salvation. Some of these are running a certain number of times up a street, kissing the sacred black stone in the "Kaaba," and many other rituals.

Lieutenant Milutine wrote a letter to friends describing his interesting trip; he closes by saying that the pilgrims are so poor on their return journey that not even the Bedouins will attack them, for the Arabs say that a charge of powder and bullet are worth more than a Mohammedan returning from Mecca.



LONDIKE reports have reached us which are very serious. There has been a terrible accident on the Chilkoot

Pass, Alaska, and it is believed that seventy-five people lost their lives.

On the morning of April 9th a small snow-slide occurred which buried several cabins; and although the alarm spread, many people were buried in the immense avalanche which swept down the mountain shortly after.

There was a great snow-storm at the time which made travelling very difficult. A number of persons were coming down the mountain with the aid of a rope when overtaken by the slide, and the bodies were covered by tons and tons of snow.

It is estimated that many tons of outfits were bur-

ied; and although several thousand men immediately started to rescue the unfortunates, it is to be doubted whether or not many bodies will be recovered before the summer sun melts the snow and ice.

The slide, it is reported, covered the trail over the mountain for two hundred yards to a depth in many places of fifty feet.

Although the weather was not favorable for travel before the avalanche took place, it is said that the trail was covered with Klondikers. One of them, J. A. Raines, of Maine, who was dug out alive, said:

"All of a sudden I heard a loud report, and instantly felt myself going swiftly down the hill. Looking around, I saw many others buried, some with their feet out and heads buried out of sight, and others with only their heads showing. When I struck the bottom I tried to run, but the snow caught me, and I was instantly buried beneath thirty feet of snow and rock, and was on the very verge of death by suffocation when I was reached by the rescuers."



**N**OW that there is a prospect of war, it is interesting to know what the financial condition of our Government is.

When the Civil War broke out the Treasury of the United States was nearly empty, our credit was poor, and the Government bonds could not be sold in Europe.

The treasury has a cash balance now of over 200 millions, of which 174 millions is gold.

Gold coins have been called "the sinews of war,"

as foreign nations wish to be paid in gold for supplies purchased; for that metal is the standard money of the world, and, as such, is preferable to our paper money, or even silver, which often depreciates in value.

The banks of New York city recently held 141 millions in coin, presumably nearly all gold, while it is estimated that the remaining banks of the country have about 160 millions of the precious metal.

So we have almost 500 millions in gold in the country, and it would take a long war to make it necessary to pledge this immense amount in paper money.

There is also estimated to be at least 25 millions in foreign bills, that is, bills of exchange, which are checks or drafts drawn on foreign banks and used very much as we use checks on local banks. We can present these bills of exchange in foreign countries and obtain gold if we wish.

Then we have not taken into consideration the gold that can be, and is being, mined in our country. Sixty millions is not a high estimate for one year, and this does not include the Klondike mines, where the amount of yellow metal procured promises to be very large.

The revenue from taxes which the Government now collects amounts to about 500 millions annually. In addition to this, by renewing the imposition of those taxes which have been repealed since 1866, and by imposing an additional tax of a dollar a barrel on beer, the country would have nearly 250 millions more.

In short, it is estimated that the Government could raise enough money without borrowing to pay its or-

dinary expenses and have enough left over to pay out each day \$1,500,000 for fighting purposes.

During the Civil War we spent in one year 1,153 millions, or about 3 millions a day, on the army and navy. That is an immense amount, and it simply proves that as a nation our resources are unlimited.

From this article readers of **THE GREAT ROUND WORLD** will see that "the sinews of war" of the United States are very strong, and it would take a long and disastrous war to wear them out.



**T**HE weeks of uncertainty through which we have passed since the fearful disaster to the *Maine* will long be remembered by all of us. We cannot look back upon them without acknowledging that our President has exhibited great wisdom in the present crisis.

It is true that he has been criticised because of the delays,—the holding back of his message to Congress, the late *Maine* report, and the putting off of his last message; yet all these delays have been caused by an earnest desire to do his best for our country, and also for the reason that he is at heart in deep sympathy with the suffering people in Cuba.

Because President McKinley owed his election very largely to what is known as the money power, that is, those connected with or interested in banking, he has been accused of favoring a policy of "peace at any price." This is another way of saying that he was guided by selfish interest and has been regardless of his country's honor.

Suggestions of this kind are as much of an insult to the American people as they are to the President.

The cartoons and caricatures, which also tend to dishonor the head of our nation, are a disgrace, and as such should not be tolerated by the people of the United States.

We must remember that our President was elected by ourselves, and that as the head of the nation he represents the nation and should not be subjected to insult of any kind. Fair-minded, patriotic men and women speak in praise of President McKinley's conduct, and it is well they do, for the head of our government needs the strongest possible support at this time.

Until the President made the suggestion, many people did not see that it might be well to hold back a declaration of war until the greater part of the ships, guns, and ammunition we have lately purchased are well on their way to this country.

Probably the most important thing for the United States to do in case of war with Spain is to strike a decisive blow at the outset.

This cannot be done without due preparation, and preparation takes time.

It has been said by a prominent man that a long war with Spain would put the United States back twenty years in the march of civilization. Business interests, of course, would be hurt very much. Interest in art, science (except in the science of warfare), and literature would relax, and last, but surely not least, the country would be saddled with an immense war debt. A new pension list would possibly be established, and if it approaches the amount paid out for Civil War pensions—\$140,000,000 yearly—this would be a great misfortune.

## PAPER MONEY.

WE wrote in No. 72 about "The Money Question," speaking of what money is, and of the coinage of gold and silver. We have received many requests to write further of the subject.

One may handle much money and yet see very little gold or silver, except the change in the form of quarters, dimes, nickels, etc. Thousands of dollars may pass through one's hands and *none* of it be metal. Many of us have wondered what this paper money is and why we all take it without the least hesitation, although it has not in itself any real value. What can be sold for its own worth has what we call *intrinsic value*. Gold, whether in the shape of coin, jewelry, or even in a shapeless mass, has intrinsic value—can always be sold for about the same.

A piece of paper with the signature of George Washington on it is worth several dollars. The same piece without that signature is worth practically nothing. A piece of paper printed by the Government with the words "one dollar" is worth something. Why? Because the Government has agreed, in the law that permitted the issue of this paper, to pay for it so much coin, and we all believe the Government will do as it has promised.

The paper money of the United States is of several kinds. The kind we see most frequently is the *silver certificate*. This is merely a receipt for so much silver which the Government has stored in the treasury vaults. Silver dollars are large and bulky coins, and the people never took kindly to using them. If one

had to carry ten or twenty of them about, he would find them quite a weight. The Government issues these certificates for the convenience of the handlers of money.

The kind of paper money we see least of is the *gold certificate*. These answer the same purpose as silver certificates, except that gold is held for them by the treasury.

Neither of these is in the correct use of the expression paper money at all, because they merely take the place of the actual coins, and are a form of receipt for them, the Government keeping on hand especially to pay them their equivalent, dollar for dollar, in coin.

The real paper money is that which does not represent dollar for dollar coin deposited. It is divided into two classes—*treasury notes and bank notes*.

Bank notes are paper issued by the Government for the banks, and have on them copies of the signatures of the bank officers, the name of the bank issuing them, etc. National banks may be formed under certain conditions, which are such that the government authorities are satisfied that the persons forming them are honest and responsible. They may then issue these bank notes by depositing with the United States treasurer government bonds as security. These bonds are kept by the treasurer as long as the notes are in existence, and are only returned to the bank when the notes have been received and destroyed by the treasury officials.

Treasury notes are paper money issued by the Government in its own name, and are promises to pay. The Government says on them that it will pay to

bearer so much in coin at its treasury. For the purpose of paying these notes it keeps on hand what is known as a *reserve* in gold—not an amount equal dollar for dollar to the amount of the existing notes, but an amount which is assumed, from experience, to meet all probable demands for payment—or *redemption*.

The amount of money thus held is called the “reserve,” and is kept in gold. The conditions of trade cause gold to be exported at times, and this is drawn from the United States treasury; and when these withdrawals are so heavy that they exhaust all of the other gold held in the treasury, the demands must be paid out of the reserve. It was necessary a few years ago to sell bonds for gold to replenish the reserve. Although there is no definite law stating how much this reserve shall amount to, it has for many years been understood that at least one hundred million dollars shall be kept on hand for this purpose.

Of course, if *all* the holders of these notes should demand coin, it would be the duty of the Government to obtain the coin for them.

It is a strange fact that all the forms of money circulate on an absolutely equal footing of value—or *parity* as it is called—although they have very different real or intrinsic values. As we have explained:

Gold coin has its *own* value, being the standard of measure, and because it will sell, regardless of the mint stamping, anywhere in the world.

Silver coin has to-day an intrinsic value equal to about half of its par value.

Bank notes are actually worth only the fraction



they represent of the bond against which they are issued, and that bond will sell for more or less according to the wealth and credit of the nation.

Treasury notes are only the Government's promises to pay, and it is always *possible* that the Government might find itself unable to pay the coin.

But the very fact that they do circulate on a parity, or equal basis: that a dollar of silver or gold or paper will buy the same amount of bread or anything else, shows the confidence in the Government and its ability to make all its promises good, for directly or indirectly the Government is back of all money.

Checks, money orders, express orders, etc., take the place of money in a large majority of business transactions nowadays, and we will write more about these some other time.

All of the coins we have smaller than the dollar are called *subsidiary* coin, and are not supposed to have real or intrinsic value, being issued only for the convenience of the people.

The Government decides by law what shall be *legal tender*, that is, what a person who has money owing to him *must* take in settlement of the debt. Under this law gold and silver coin must be taken, and so must treasury notes ("unless otherwise expressly agreed in the contract"); but silver and gold certificates need not be taken, and halves, quarters, and dimes need only be taken for amounts less than ten dollars, and nickels and pennies for amounts under twenty-five cents. This is to protect the man who loans the best kind of money from having to accept payment in a kind that may be less valuable.

# The Great Round World

## And What Is Going On In It

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Whole No. 77

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**With  
the  
Editor**

OUR prize contest printed in the last number has excited a great deal of interest. A number of answers are coming from pupils of the large public schools, and we have decided to add a third prize to be given to the school sending us the greatest number of correct answers accompanied by properly filled-out blanks. This prize will be the set of thirty photogravure plates advertised in our premium catalogue (No. 73 of THE GREAT ROUND WORLD). We feel sure that the boys and girls will be happy to join in a competition to secure for their school, in this way, such a beautiful set of pictures. These pictures are 15½ x 21 inches in size, and have been published without names, so that they may be suitable for framing. The scholars of any school may compete; those who have already sent in their answers should fill out and send duplicate blanks and lists, with name of the school attached.

The number of lists from any school will be the first consideration; the arrangement and neatness will be taken into consideration only in the event of two or more schools sending an equal number of answers.

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## Answers to Correspondents

DEAR SIR:

Some day, when there is room for the query, will you kindly tell a delighted subscriber of *THE GREAT ROUND WORLD* how and when the nick names "Uncle Sam" and "John Bull" originated?

Yours very truly,

LUCILE M. S.

Uncle Sam.—Shortly after the declaration of war with England, in 1812, Elbert Anderson, a contractor from New York, purchased a quantity of provisions at Troy for government use. One of the inspectors was Samuel Wilson, known among his acquaintances as Uncle Sam. After inspection the casks of provisions were marked "E. A.," "U. S." One of the workmen, being asked by a bystander what these initials meant, said as a joke, "Elbert Anderson and Uncle Sam." So much was made of it at the time that all articles marked "Property of U. S." were said to be "Uncle Sam's," and the name has been a byword ever since.

John Bull.—This nickname was first applied to the English nation about two hundred years ago, in a satire called "The History of John Bull," written by Dr. John Arbuthnot.

EDITOR.

## New Books

**"Story of Japan" (American Book Co.; \$1).**

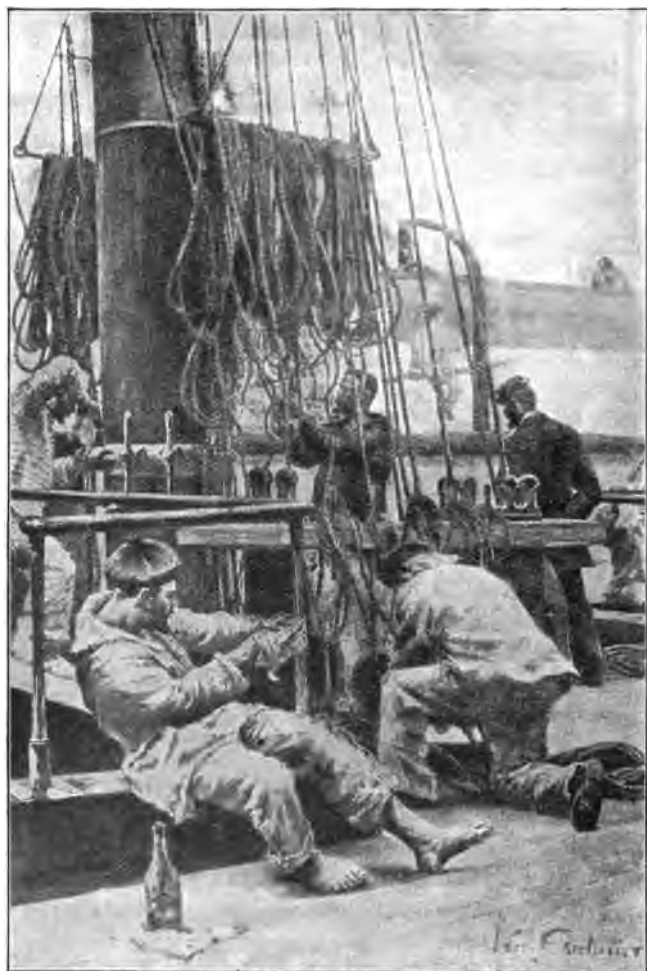
It is perfectly delightful to have the opportunity to read many of the so-called educational books. Much space will be given to the description of books of this kind, for they are by far the more interesting and better books for our boys' and girls' libraries. Bergen's "Story of Japan" was received quite recently, and examined, as is our custom, with a view to placing it among other books to be reviewed in its turn; unfortunately for us we began reading, and found it so fascinating that we neglected other books, and feel that we must say now what we have to say about this delightful book.

It is an exceedingly interesting statement of an exceedingly interesting subject; especially valuable at this time when Japan bids fair to be the Great Britain of the East.

In a very brilliant way are given the early history and traditions of Japan; these have been connected with modern times, and history of both past and present are given with wonderful clearness and accuracy of detail.

As we have stated before, it is our purpose to mention in these columns only books which may be recommended. Bergen's "Japan" is one which we strongly recommend, especially to our boys.

From the same publishers we have received Clarke's "Story of Æneas." This famous story has been well written, and, it goes without saying, carefully edited. The whole series to which this belongs is well worth having.



# Current History



ON April 20th President McKinley sent the Spanish Government a copy of the resolutions passed by Congress and also an ultimatum. An ultimatum is a final proposition or condition. The full text of the final condition sent to Madrid is not known, but on April 21st the following statement was issued at Washington by our Government, and this constitutes an important item of current history :

"On yesterday, April 20, 1898, about 11 o'clock A.M., the Department of State served notice of the purposes of this Government by delivering to Minister Polo a copy of an instruction to Minister Woodford, and also a copy of the resolutions passed by the Congress of the United States on the 19th instant. After the receipt of this notice the Spanish minister forwarded to the State Department a request for his passports, which were furnished to him on yesterday afternoon. Copy of the instruction to Woodford is herewith appended.

"The United States minister at Madrid was at the same time instructed to make a like communication to the Government of Spain. This morning the department received from General Woodford a telegram, copy of which is hereunto attached, showing that the Spanish Government had broken off diplomatic rela-

tions with this Government. This course renders unnecessary any further diplomatic action on the part of the United States. .



“April 20, 1898.

“WOODFORD, MINISTER, MADRID:

“You have been furnished with the text of a joint resolution voted by the Congress of the United States on the 19th instant—approved to-day—in relation to the pacification of the island of Cuba. In obedience to that act, the President directs you immediately to communicate to the Government of Spain said resolution, with the formal demand of the Government of the United States that the Government of Spain at once relinquish its authority and government in the island of Cuba and withdraw its land and naval forces from Cuba and Cuban waters. In taking this step, the United States hereby disclaims any disposition or intention to exercise sovereignty, jurisdiction, or control over said island except for the pacification thereof, and asserts its determination when that is accomplished to leave the government and control of the island to its people under such free and independent government as they may establish.

“If by the hour of noon on Saturday next, the 23d day of April, instant, there be not communicated to this Government by that of Spain a full and satisfactory response to this demand and resolution whereby the ends of peace in Cuba shall be assured, the President will proceed without further notice to use the power and authority enjoined and conferred upon him

by the said joint resolution to such extent as may be necessary to carry the same into effect.

“SHERMAN.”

The following is a copy of the telegram from Minister Woodford, dated at Madrid, April 21, 1898:

“SHERMAN, WASHINGTON:

“Early this (Thursday) morning, immediately after the receipt of your open telegram, and before I had communicated same to Spanish Government, Spanish Minister for Foreign Affairs notified me that diplomatic relations are broken between the two countries, and that all official communications between their respective representatives have ceased. I accordingly asked for safe passports. Turn legation over to British embassy, and leave for Paris this afternoon. Have notified consuls. WOODFORD.”

When the text of the ultimatum was published, Señor Polo y Bernabe, the Spanish minister, left Washington for Canada.

Señor Baldasano, the consul in New York, has also gone to Canada, and at this writing many Spanish residents have already left the country.

All negotiations have been broken off between Spain and the United States, and by the time this number is issued war will have commenced in earnest.



At six o'clock on the morning of April 22d dispatches were received in New York from Key West, stating that Captain Sampson's fleet had sailed for Havana.

This fleet now consists, it is said, of the battle-



ships *Indiana* and *Iowa* ; the monitors *Puritan*, *Terror*, and *Amphitrite* ; the cruisers *New York*, *Cincinnati*, *Marblehead*, *Montgomery*, and *Detroit* ; gunboats *Machias*, *Castine*, *Helena*, *Newport*, *Nashville*, and *Wilmington*. Half a dozen torpedo-boats are also with the fleet, and it is thought that they will prove very effective.



ON April 16th, the Senate passed the resolutions drawn up by its Committee on Foreign Relations. These resolutions were as follows :

“Whereas, the abhorrent conditions which have existed for more than three years in the island of Cuba, so near our own borders, have shocked the moral sense of the people of the United States, have been a disgrace to Christian civilization, culminating, as they have, in the destruction of a United States battleship, with two hundred and sixty-six of its officers and crew, while on a friendly visit in the harbor of Havana, and cannot longer be endured, as has been set forth by the President of the United States in his message to Congress of April 11, 1898, upon which the action of Congress was invited. Therefore

“*Resolved*, By the Senate and House of Representatives of the United States of America in Congress assembled :

“First—That the people of the island of Cuba are, and of right ought to be, free and independent, and that the Government of the United States hereby recognizes the Republic of Cuba as the true and lawful Government of that island.

“Second—That it is the duty of the United States to demand, and the Government of the United States

does hereby demand, that the Government of Spain at once relinquish its authority and government in the island of Cuba and withdraw its land and naval forces from Cuba and Cuban waters.

“Third—That the President of the United States be, and he hereby is, directed and empowered to use the entire land and naval forces of the United States, and to call into the active service of the United States the militia of the several States to such extent as may be necessary to carry these resolutions into effect.

“Fourth—That the United States hereby disclaims any disposition or intention to exercise sovereignty, jurisdiction, or control over said island, except for the pacification thereof; and asserts its determination, when that is accomplished, to leave the government and control of the island to its people.”

On Monday the 18th, the House of Representatives considered the above resolutions. Everything proved acceptable to the House except the clause that the United States should recognize the Republic of Cuba as the true and lawful Government of the island.

Mr. Dingley, a Republican Congressman, moved that an amendment be made, striking out the clause recognizing the independence of Cuba.

There was much debate in both House and Senate over this amendment, and finally the latter body agreed to the change, and the part of the resolutions recognizing the Republic of Cuba was stricken out, so that the clause now reads: “First—That the people of the island of Cuba are, and of right ought to be, free and independent.”

The resolutions, after passing both Houses of Congress and receiving the signatures of Speaker Reed

and Vice-President Hobart, were sent to President McKinley to be signed by him.

The action of Congress has been received by the people of the United States with wild outbursts of enthusiasm, and thousands of men have offered their services to the country in the event of hostilities breaking out.

Spain naturally is indignant at our Congress, and says that there will be no back-down on her part.

England upholds the United States, and one of her papers, speaking of foreign intervention, says: "The continental powers do not love the American Republic, but we cannot imagine that they would be so mad as to risk a war with the whole Anglo-Saxon race, for that is the risk."



**I**T would seem from present indications that war is near at hand. Almost the entire regular army has been ordered to concentrate at Chickamauga, Mobile, Tampa, and New Orleans. Eighteen thousand men, it is expected, will soon be encamped in the South, and these men will have come from the forts throughout the country.

The soldiers have been expecting this order, and they were fully prepared for it.

Major-General Nelson A. Miles, who is in command of the army, has started south, and it is supposed that he will make his headquarters in Atlanta, Ga.

Since the Civil War there has been no such mobilization (preparation and moving of troops or war-vessels so as to be ready for active service) of the army as

this one, and it simply shows the gravity of the situation. Unless war was certainly expected it is to be doubted whether or not this great body of men would be moved, for it puts the Government to a great expense.

It is believed that the army order will be followed by a great naval display at Key West. The fleet there is stripped for action, steam is up on all the vessels, and the men are thoroughly drilled and ready for fighting.

At Hampton Roads the same thoroughness prevails, and the naval authorities are exhibiting great confidence, for the delays occasioned by President McKinley and Congress have given the Department time to prepare old vessels, buy and fit out new ones, get ammunition and guns, and prepare our ships generally for a naval war.



THE United States war-vessels *San Francisco* and *New Orleans* have arrived safely in New York harbor.

On the trip over the *New Orleans* had trouble with the big waves. It was a stormy passage, and the boat was weighted down with guns and ammunition, and, as the officers said, it was a "wet time." She is a good sea boat, however, and after some changes have been made the *New Orleans* will be able to take the seas as well as our largest ships.

The greatest discomfort on the trip was caused by the lack of heating arrangements on the vessel. Having been built for a tropical country, the *New Orleans* was not equipped with either steam-heating

apparatus or even stoves, except the one used by the cook.

Just before sailing, however, the officers bought a small stove, and, after cutting a hole in the deck to allow the passage of the chimney, it was placed in the mess-room.

The sailors also purchased a stove, and the men kept as warm as was possible under the circumstances.

Captain Folger has been assigned to the *New Orleans*, and he is now aboard the vessel.

It is said that Commodore Howell's return on the *San Francisco* has occasioned no little embarrassment to the Navy Department.

He was in command of the European squadron before that fleet was broken up, and is senior in command to both Captain Sampson and Commodore Schley, commanding the Key West and Hampton Roads fleets respectively.

The authorities at Washington are at some loss what to do with Commodore Howell, for it is not considered wise to displace either of the present commanders at Key West and Hampton Roads.

The Government has chartered not only the *St. Paul* and the *St. Louis*, but also the *New York* and *Paris*, of the American line.

After some debate it was decided that it was cheaper to charter the vessels than purchase them outright. It is understood that very reasonable terms were offered by the steamship company.

The new vessel *Diogenes*, bought in England by our Navy Department, has been renamed the *Topeka*.

This boat left England for the United States, ac-

accompanied by the *Somers*, a torpedo-boat which was lately purchased in Germany.

The torpedo-boat, it is said, was not in first-class condition, for water came through her seams, and it was not long before she had to turn and make for shore.



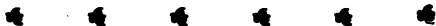
STEAMSHIP "KAISER WILHELM DER GROSSE."

The *Topeka* turned back also, and at this writing both boats are in English waters.

Spain is also buying ships from foreign countries for her navy. The *Normannia* and *Columbia*, of the Hamburg-American line, are two late additions. They are each about five hundred feet long and can make about twenty knots an hour. Our Government was offered these vessels, but they evidently were not wanted, for the Navy Department gave no answer to the steamship line.

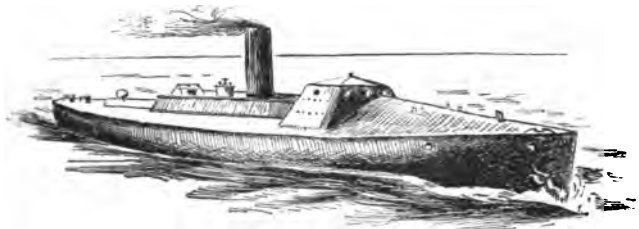
The North German Lloyd Steamship Company has a steamer, the *Kaiser Wilhelm der Grosse*, which would prove a valuable vessel for any navy.

The United States, it is reported, is negotiating for the *Kaiser Wilhelm*, and it is to be hoped that the steamer will be secured.



THE first to arrive in the United States of the war-vessels bought in Europe by our Navy Department was what the English call a "torpedo-chaser" of the Yarrow type.

This boat, being only sixty feet long, was too small to be safely navigated across the Atlantic, so she was



YARROW TORPEDO-BOAT.

lashed fast to the deck of a transport steamship and carried over.

The little craft has been named the *Manley*, after a man of that name who was a hero in our Revolutionary War. It is quite common now to name our new boats after men who have fought bravely for their country.

The *Manley* will probably not be used either for a torpedo-boat or a torpedo-boat destroyer. The naval authorities believe that she would be of more service

as a despatch-boat, for she is very speedy, and her hull, being made of thin steel, could not stand even the small shot from an enemy's guns.

Her beam is about nine feet, displacement forty-six tons, and speed very nearly thirty knots an hour. She only draws four feet of water, so that her captain need not be afraid of shallow water. The boat is said to have been sold to us for \$25,000.

Yarrow is the name of the man who drew up the plans for the boat, and he is a very celebrated English boat designer.

The little craft is propelled by a single screw, and to attain the speed she does she must have very nearly perfect lines—that is, her shape must be almost perfect.

The engine-room is amidships (in the middle of the boat) and rises only a foot above the deck. At full speed the *Manley* will show only a small part of her hull above water, and her slate color will make her very hard to distinguish.

On her arrival she was at once transferred by means of a lighter to the Brooklyn Navy-Yard. There the little boat will be thoroughly overhauled and made ready for a trial in American waters.



**W**HILE Commodore Schley's flying squadron was lying at anchor in Hampton Roads an order was sent him from Washington to put to sea immediately. A sealed envelope was also sent by the Navy Department, but the Commodore was not to open this until he was well away from land. The envelope contained his instructions as to where he should proceed.



This is called putting to sea under sealed orders. It is a precaution which insures secrecy and leaves people on shore to guess where ships are going. In this case, people guessed a great deal. Some newspapers were sure the flying squadron was off to intercept the Spanish flotilla of torpedo-boats. Others imagined that Havana was to be bombarded, or at least Porto Rico would be taken. The country was quite excited by the announcement of the sailing of the vessels, but matters calmed down when the Navy Department issued a report that Commodore Schley's fleet was merely off on a practice cruise.

Within forty-eight hours the fleet had returned and dropped anchor again quietly in Hampton Roads.

The reports of the movements of the ships are very satisfactory. All manœuvres that might be executed in a battle were gone through with, and Commodore Schley is said to have been very much pleased with the manner in which his captains carried out his orders.

The feature of the cruise was the response to a call to general quarters late one night.

No one but the Commodore had any idea that such an order was to be given, and he, to make his officers less suspicious, prepared to retire.

The crews of the four ships were in their hammocks, and many of the officers off watch had either gone to bed or were sitting in the ward-room talking of war prospects. Suddenly gongs rang out and the drums beat to quarters on all the ships. Of course the signal had been flashed from the flagship, and the keen-eyed watchers on each boat had understood it at once.

If you have been in a fire-engine house at night

when an alarm was rung in, you will know how the men on board the ships of the flying squadron acted.

Everything seemed in confusion as every one ran to his post, dressing as he ran. The discipline was perfect, and four minutes from the time the signal was given, ammunition had been hoisted to the guns, and from every station the division officers of the squadron reported to the commanders, "Ready, sir!"



**N**OW that nearly all Americans have left Cuba it is very hard to get any reports of the fighting on the island, except those which have a decidedly Spanish flavor.

Even the reporters for American newspapers have deemed it necessary to leave Cuba, so that from now on we shall probably hear of a great many Spanish victories.

The Cubans in New York, however, seem to have some means of communication with the insurgents, and there is a report that the rebel generals Garcia and Gomez are uniting their forces and are preparing to besiege and capture Havana.

The effect of the reconcentrado order which allowed the penned-up Cubans to leave the cities and towns and return to their homes was not as beneficial as was expected. When these poor people went back to their farms and villages they found them entirely destroyed. It would take months to raise new crops, and many of the unfortunate peasants returned to the large towns to depend upon the charity of the townspeople.

With the Americans out of Cuba the distribution of

supplies from the United States to the starving reconcentrados is very slow. In fact, tons of provisions are said to be stored in some of the seaport towns, waiting to be distributed to those who need them so badly.

In spite of the armistice which Spain declared in Cuba for five days, the usual skirmishing has continued, and the decree seems to have had little, if any, effect.



**W**E have read a great deal in the newspapers about the Spanish Volunteers in Cuba.

This body of men has caused a great deal of trouble, and the Spanish authorities have had much difficulty in restraining the members of the organization from committing the most terrible crimes. The Volunteers on a number of occasions have acted in a riotous manner.

One case in point was during the last rebellion in Cuba, which lasted ten years.

A performance was given at one of the opera-houses in Havana, and the Volunteers had an idea that the profits from the entertainment were to be sent to the insurgents. A number of the Volunteers were therefore stationed outside the play-house, and as the audience came out it was fired on, and many people killed and wounded.

In that same year, 1870, forty-three boys, students in the University of Havana, were arrested on the charge that one of them had scratched a glass plate in a vault which contained the body of a Volunteer.

The boys were court-martialled and acquitted by Spanish officers. The Volunteers demanded, how-

ever, that there should be another court-martial composed of their own officers.

The Government in Cuba was so afraid of the Volunteers that it did grant a new court-martial, and eight of the boys were sentenced to be shot, and thirty-one of them were imprisoned.

It is said that any Spaniard living in Cuba is considered unpatriotic unless he joins this organization. So there are one hundred thousand names on the rolls; and although the richer members are not compelled to be active in the service or even put on the uniform, they must contribute money.

In times of peace the Spanish Volunteers must mount guard at the palace, barracks, and public buildings, and in times of war they do garrison service in the towns while the regular army goes out for field service.

The chief inducement for a Spaniard to join the Volunteers is that he cannot then be drafted into the regular army. This draws many shopkeepers and clerks into the ranks of the Volunteers, and they form a political as well as military organization.



**I**T is reported that M. Hanotaux, French Minister of Foreign Affairs, announced that China has granted to France a concession for a railroad from Tonkin to Yunnan-fu, has guaranteed that no other nation will be allowed to control the provinces bounding Tonkin, and also reserves the island of Hainan for France.

So France, Russia, and Germany have each a good hold on the Eastern Empire, but England seems to

be left out. One never knows, though, how Great Britain is coming out until the very last card has been played.

A British Minister is reported to have said: "If it



**M. HANOTAUX, FRENCH MINISTER OF FOREIGN AFFAIRS.**

comes to a game of grab, we know how to grab most and best." There is truth in this, and if we take our maps and look up the English possessions, we will realize that she has "grabbed most and best."

Russia and Germany have faithfully promised Eng-

land that they will both keep an open door to the world's commerce in China. England insisted on this, and has secured explicit pledges from the two countries to keep their ports open.

In Hong-Kong recently a fight occurred which tends to show what alliances might be made if war was declared over the division of the Chinese Empire.

Russian and English sailors had some difficulty, and the Russians decided to punish the arrogant British. A number of German and French sailors thought they would assist the Russians, and the attacking force numbered nearly four hundred men.

Luckily for the Englishmen there were some American ships in the harbor, and the sailors from these vessels, seeing that their English brothers stood a fair chance of being completely overwhelmed, joined them and swelled the Anglo-Saxon side to about one hundred and fifty men.

The fight soon began and was fiercely fought. The police of the city tried to stop it, but they were powerless. Officers from the ships to which the men belonged hurried ashore, but hostilities did not cease until the Anglo-Saxons had given their assailants a good drubbing.



THE French are very proud at the quickness with which an experimental mobilization (preparation for active service) of their northern squadron was effected lately at Brest.

At eight o'clock one morning an order from Paris was received at the supply station in Brest. The order was to supply eight war-ships with coal, oil,

medical stores, ammunition, provisions, and men to complete the crews.

At ten o'clock six hundred men had been sent aboard the fleet, and each vessel had its full complement of men.

At two o'clock ten lighters had filled all the coal-bunkers with coal enough to take them from Brest to the Congo River in Africa. Food supplies were also put on the boats, and then the admiral commanded each ship to get rid of its impedimenta. That is, all articles not needed on a cruise, such as bookcases, cupboards, tents, etc., were landed at the supply station.

The French were very quick, and in six hours from the time the order was received the squadron was ready for departure.



**M**UCH alarm has been caused in Egypt by the official announcement that the plague has broken out at Jiddah. This is a place where the pilgrims land on their way to Mecca, and it is on the Arabian shore of the Red Sea.

Very little confidence is felt in the capacity of the Turkish Government to adopt any measures to stop the disease from reaching Mecca, and so spread into Europe, Asia, and Africa through the infection from returning pilgrims.

The Egyptian Government has taken every precaution to prevent the introduction of the plague into the Nile country. All Egyptian pilgrims to Mecca have been forbidden to return to their country until six months have expired—that is, if the plague breaks out

in Mecca. It will be very difficult for the authorities to enforce this rule, for there are many ways of returning to Egypt from Arabia. Many people wanted to forbid departures from Egypt to the holy city, but two thousand pilgrims have already started.

The latest reports from Jiddah tell us that the plague is increasing steadily.



VERY little is heard from the French and British forces on the West African coast. There is a report that France has given in a little, and if she has, the controversy will undoubtedly be settled peaceably.

Peace or no peace, however, Great Britain is gathering a good-sized army in that part of the world.

Major Northcott is in command of the forces, which are made up of sixty-five hundred natives and about eleven hundred English.

France also has quite an army in West Africa. Her possessions on the north and south contribute men, whereas England must draw her extra troops from her West Indian garrisons.

England is experiencing difficulty in her colonies in West Africa in collecting what are called the "hut taxes."

The English compel each native in Sierra Leone who owns a hut to pay \$1.25 each year. This does not seem a large amount for any one to pay in a year, but we must remember that an African native's wealth rarely exceeds \$5.

The African believes that when one pays a regular fee for a thing, that thing does not belong to him, but belongs to the person to whom the fee is paid.





Therefore he reasons that if the British Government collects money for the huts, that Government owns the property. As has been said, the fact that the English have not taken the huts in war, bought them, or even been presented with them, vexes the native very much, and makes him, if he is any sort of a man, want to fight for his home.

These huts descend from generation to generation, and it is only natural that after some hundreds of years the African should feel that they own them outright and resent a tax on the huts.



THE Spanish-American difficulty is affecting the rush to the Klondike not a little, but the number of people setting out for the gold-fields is still very great.

It is said that three steamers make regular trips between Seattle, Dyea, Juneau, and Skaguay, and these boats are crowded on their trips north.

The miners have not begun to come out of the gold country in any great numbers as yet. When the ice breaks up in the inland rivers a rush south will begin, and it is thought that many thousands of men will soon be on their way home with their precious finds.

Despatches received at Seattle give meagre details of the accident on Chilkoot Pass, which we told you about in our last number. The list of identified dead is reported to be seventy-one, while one hundred and seventy-five persons are reported missing. It is supposed that of these one hundred and seventy-five, one hundred and fifty have perished.

The mail sent to men who have gone to the Klon-

dike is said to be enormous. At Seattle and Tacoma the post-offices are reported to be filled with mail matter, and the force of clerks in these places is unable to handle it.

First Assistant Postmaster-General Heath has just returned from a trip to the Pacific coast, and he is reported to have said that at Seattle he saw three lines of men leading to the post-office, and each line was nearly a block long. These men were waiting in a pouring rain for their mail. Two and three car-loads of mail would be thrown into the post-office at one time, and the confusion was very great.

Many letters are sent to Seattle and Tacoma to be held there for the miners, and also to be forwarded to the Klondike.

In the post-office in Skaguay the condition of affairs is said to be even worse, for letters frequently remain there a week before they can be sorted and delivered.

Stories of finds in the gold-fields continue to reach the East, and inspire many men to set off for the Yukon country and make an attempt to get out some of the precious metal.

Very few nuggets are reported found in Alaska. Australia leads the world in producing gold in the shape of nuggets. One found there recently weighed 2,218 ounces, and is said to have been worth \$41,000. Two others previously discovered in Australia were appraised at \$22,000 and \$16,000.



YOU will remember what the Senate Committee said about the *Maine* disaster; how this committee held the Spanish officials responsible, because the destruction of the ship could only have been accomplished through their connivance or because of their criminal negligence. It is strange that these conclusions should be so soon verified by a Spanish officer, Lieut. R. de Carranza, of the Spanish Royal Navy, in his endeavor to prove that this report was unjust. He says that "it is absurd to say that Spain is responsible because she *possessed a number of Lattimer-Clark torpedoes.*" That "very probably some of the torpedoes that were set aside for the protection of Havana harbor were of the Lattimer-Clark type." That this material of war is properly stored on land in each port and *special officials of the army* charged with its keeping. That "*because we [the Spanish officers] have at Havana many torpedoes capable of destroying even larger vessels than the 'Maine,' it cannot be asserted without further proof that we have employed one of them against the United States war-ship.*" That "no military officer in Europe would commit such a crime; and should any government be guilty of contemplating such a hideous deed, it would *seek the hand of an adventurer*, but it would never attempt to employ one of its military officers."

You notice that he gives us the name of the type of torpedo used, confirms the opinion of the Senate that these torpedoes were not obtainable by outside parties, and in addition outlines the method of avoiding responsibility by "seeking the hand of an adventurer."

In his statement, which goes into the case at length,

he gives the Spanish side quite clearly, and demonstrates how difficult it would be to prove *now* before an arbitration committee that Spain caused the destruction of the *Maine*. When a guilty criminal is being tried he almost invariably convicts himself if he becomes a witness in his own behalf, because in endeavoring to prove himself innocent he says too much. Lieutenant Carranza certainly has not helped Spain's case by saying so much.



THE *Maine* disaster recalls a terrible catastrophe which occurred in 1844 on the United States war-ship *Princeton*, when she was anchored fifteen miles below Washington on the Potomac River.

New guns had been cast for this vessel, and a great number of prominent people had been invited on board the *Princeton* to witness the firing of the guns.

In the party were President Tyler, his wife and two sons, almost all the members of the Cabinet, many Senators and Congressmen, a Colonel Benton from Missouri, and a number of other distinguished people.

One of the largest of the new cannon was called the Peacemaker, and when the *Princeton* started down the river this gun was loaded with powder and shot and then discharged.

The guests were delighted at the power of the Peacemaker, for the heavy shot was hurled to what seemed then a great distance.

A short time afterward the captain was asked to fire the piece again, and he did so.

It is said that a murderous blast succeeded the sec-

ond discharge of the gun, and the whole ship shook with the force of the concussion.

It seems that the Peacemaker burst at a point three feet from the breech, and the description of the scene which ensued is heartrending.

The Secretary of the Navy at that time was ex-Governor Gilmer, of Virginia. He was killed by the force of the explosion. Mr. Gardiner, of New York, the father-in-law of President Tyler, and Commodore Kennon, chief of the Navy Bureau, were mortally wounded and died in a half-hour after the bursting of the gun. One sailor was also immediately killed, while a dozen were very badly wounded.

President Tyler luckily happened to have been called from where he stood, near the Peacemaker, just before it was fired, and so escaped injury.

Col. Thomas Hart Benton, who was the father-in-law of General Fremont, and a noted man at that time, gives an interesting account of the accident as follows:

"Lieutenant Hunt caused the gun to be worked, to show the ease and precision with which her direction could be changed, and then pointed down the river, himself and the gunners standing near the breech on the right. I opened my mouth wide to receive the concussion in the inside as well as on the outside, so as to lessen the force of the external shock. I saw the hammer pulled back, heard a tap, saw a flash, felt a blast in the face, and knew that my hat was gone; and that was the last that I knew of the world or of myself for a time.

"The first that I knew of anything afterward was of rising up at the breech of the gun, seeing the gun itself split open; two seamen, the blood coming out

of their ears and nostrils, rising and reeling near me, and Commodore Stockton (the man who superintended the casting of the Peacemaker), hat gone and face blackened, standing bolt upright, staring fixedly upon the shattered gun. I had heard no noise, and only knew that the gun had burst from seeing its fragments. I had gone through the experience of a sudden death as if from lightning, which extinguishes knowledge and sensation and takes one out of the world without thought or feeling."



IT is an acknowledged fact that the present craze for using birds' wings, feathers, and even birds themselves as an ornament for women's hats is rapidly causing the extermination of a great many species of the bird family.

There are, it is estimated, twenty million women in the United States. Although a great many women do not ornament their hats with birds' plumage, others have as many as ten wings in their bonnets, and so it is safe to estimate that at least twenty million birds are killed every year for the purpose of ornamenting hats.

The aigrette has for some time been very popular with well-dressed women. This is a feather, and is obtained from the egret or white heron. Mr. Frank M. Chapman, who is a well-known ornithologist (one who studies birds and bird-life), says that aigrette plumes make up the wedding dress of the white heron and are worn only during the nesting season. It seems that these birds gather in large colonies or rookeries. They are, or were, very common in Flor-

ida, and from that State most of the plumes have come.

The method of hunting the white heron is interesting, although it seems very cruel that these poor birds should be killed for the sake of a few feathers.

The hunter finds out where the white herons nest, and then, arming himself with a small rifle, he hides near the rookery.

As the mother birds return to their nests with food for the young, they often rest on the way on what are called "lookout perches." Of course the hunter knows where these perches are. When a heron alights on one of these points she offers a fine mark to the man, and usually he has no trouble in killing his prey.

The faint report of the rifle does not alarm the other birds, and it does not take more than a few days to kill all the mother-birds in one rookery. Of course the young birds die of starvation, but the hunter is not concerned at that.

A man whose business is collecting aigrettes and selling them to the retailers once said that with three assistants he has killed three hundred white heron in one afternoon.

Another hunter was proud of the fact that he and his party had killed one hundred and thirty thousand of the birds in one season.

The homes of the egrets or white heron extend all the way from our southern shores down to the Argentine Republic. It would be impossible to make laws to protect the birds in this great region. Laws, however, could be passed in our country forbidding the sale of heron plumes, and this would save many of the birds.



The plumage of another bird, and one very useful to the farmer, is used very much on women's hats. This is the common barn-owl, and why it should ever have been picked out to ornament anything is hard to determine.

The owl is one of the farmer's best friends, for it eats up lots and lots of field-mice and rats. An ornithologist has said:

"An ordinary barn-owl will consume a great number of field-mice in one night. They swallow the mice whole. The juices in the owl's stomach will turn and turn the mice until all the digestible portions of the body are separated from the bones and skin, which will finally be formed into a pellet and ejected through the mouth of the bird. Walking under trees known to be inhabited by owls, you may pick up these pellets or castings, and upon opening them you will discover them to be filled with bones."

There are many other birds whose wholesale destruction is being accomplished for the gratification of a senseless style. We hope that readers of THE GREAT ROUND WORLD will frown upon this custom which causes the destruction of not only beautiful birds, but useful ones as well.

In No. 39, Vol. I., of THE GREAT ROUND WORLD we told you about a law passed in Massachusetts which is a very good one.

The law provides that any one who shall wear birds or feathers for the purpose of dress or ornament shall be fined \$10, and that the same fine shall be exacted from all persons who take or kill certain song-birds.

# The Great Round World

## And What Is Going On In It

Vol. II., No. 18.

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## With the Editor

of Spain.

It has been very difficult for the general reader to understand the cause of the present trouble between Spain and this country, because little is known of the history of Cuba or the unhappy experience which that beautiful island has had as a colony

It has been the custom of THE GREAT ROUND

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WORLD to publish, from time to time, supplements explanatory of current history. Our old subscribers will remember the brief histories published in this way last year—"Greece," "The Ottoman Empire," etc.

"The History of Spain," issued in April as the first number of THE GREAT ROUND WORLD Quarterly, is having a very large sale, and as a result we have been urged to publish a history of Cuba, and also an account of the present trouble. As the latter has been carefully given from week to week, and may be referred to in our back numbers, now issued in bound volumes, we will not, at this time, undertake to review it. "The History of Cuba" will, however, be begun in this number. The writer of this little history has planned it so that the first part, which is given this week, contains the early history of the island, its discovery, settlement, etc. In later numbers the present political condition of the island, and the causes therefor, will be treated at length.



## New Books

"Little Masterpieces" (Doubleday, McClure & Co.; cloth, 30 cents; leather, 60 cents). This little series is clearly printed, nicely bound, and exceedingly attractive. The set contains selections from Nathaniel Hawthorne, Benjamin Franklin, Daniel Webster, Washington Irving, Edgar Allen Poe, and will find a large sale for school as well as general reading.

The two bright little volumes, "Stepping-Stones to

Literature," First and Second Reader, by Sarah Louise Arnold and Charles B. Gilbert (Silver, Burdett, & Co., Boston), will be welcomed by teachers as well as children; they are well arranged and exceedingly attractive, in spite of the poor color-work and many badly drawn pictures. The excellent work of the writers more than counterbalances these faults, which will, no doubt, be eliminated from later editions. The last volume of "The World and Its People" series, "Australia and the Islands of the Sea," by the well-known writer Eva M. C. Kellogg, from the press of the same publishers, is an agreeable contrast in the matter of illustration. The pictures are many and good, and the subject-matter of such value that the book will find many admirers.

"The Goldenrod Books," John H. Haaren editor (University Publishing Co., New York), are four very desirable books for those who are seeking well-graded reading for the youngsters.

This company also publishes the Standard Literature Series, in which have been published "Tales of a Grandfather," by Scott; "Christmas Stories," by Dickens; "Gulliver's Travels," by Jonathan Swift; "Paul Dombey," by Dickens; "Twice-Told Tales," "A Wonder-Book," "Snow-Image," by N. Hawthorne; "Little Nell," by Dickens; "Robinson Crusoe," by Defoe; "Pilgrim's Progress," by Bunyan. All carefully edited, well printed, and exceedingly desirable as additions to our boys and girls' libraries. The prices are so low as to place them within reach of every one.



BIRD'S EYE VIEW OF THE NILE AT ASSOUAN, SHOWING THE POSITION OF THE PROPOSED DAM.

# Current History



**I**N our last number we published the resolutions passed by Congress authorizing and directing the President to use, if necessary, the entire land and naval forces of the United States to compel Spain to leave Cuba.

In accordance with these directions President McKinley issued two proclamations, or official notices.

The first, issued April 22d, authorized and directed the blockade of the north coast of Cuba, including all ports between Cardenas (kär'dā-nās) and Bahia Honda (bā-ē-ä ōn'dā), and also the port of Cienfuegos (thē-en-fwā'gos) on the south coast of the island.

The second proclamation called for volunteers to the number of 125,000.

Both proclamations were issued before the formal declaration of war, for Spain's action in refusing to receive our ultimatum and in giving Minister Woodford his passports, thus dismissing him from Spain, was in itself considered a declaration of war. The sailing of our fleet from Key West was a notice that we accepted it as an act of war.

On Saturday, April 28d, the blockade was established.

To blockade an enemy's ports means to establish a barrier that may prevent vessels, friendly or otherwise, from entering or leaving. Neutral nations,

Authority for pronunciation of proper names: Century Dictionary.

however, must be notified that entry to the harbors will be denied them. After a Government has been notified, any of its vessels which may try to run the blockade are liable to seizure as prizes of war.

War-vessels of neutral nations are allowed to enter or leave, it being understood that this privilege shall not be used in the interest of the nation whose ports are blockaded.

If a vessel going out of the port succeeds in running the blockade, it may be pursued and captured anywhere on the high seas.

In the Civil War the blockade of Southern ports by the North was begun in April, 1861.

At first it was very ineffective, and many ships succeeded in passing through the line of war-vessels. Later on the blockade was made more systematic, and many boats were caught.

Most of the vessels which ran the blockade at that time were built on the Clyde, in England, and they were very swift. Although the chance of landing a cargo was slight, the profits were so enormous that it is said that sixty-six steamers were sent out from New York and England to trade in Southern ports; of these sixty-six the Northern fleet captured forty.

The first capture by our fleet in Cuban waters was that of the Spanish steamer *Buenaventura* (bwā-nā-vān-too-rä). This vessel was bound to Rotterdam from Pascagoula (pas-ka-gö'lä), in Mississippi. She had a cargo of lumber on board, worth, it is said, many thousands of dollars.

The gunboat *Nashville* spied the Spanish vessel and immediately gave chase. The *Buenaventura* turned and fled, and the *Nashville* crowded on steam

and sped away after her. The war-vessel fired a blank shot at the merchantman, but it apparently had no effect, as the Spanish boat kept on. The *Nashville* then sent a shot from her six-pounder over the fleeing boat; she surrendered at once, and Captain Maynard towed his prize into Key West.

The rules governing the distribution of prize money, or the money obtained by sale of captured ships or cargoes, are very interesting at this time.

If the vessel is not sold, but is taken by the Government for its own use, her value is ascertained, and this amount figures as prize money.

If the captured vessel is larger than the war-ship which takes it, the Government receives no part of the prize money.

If, however, the captured ship is smaller, one-half of the value of the prize goes to the Government. Of the other half, one-twentieth goes to the commanding officer of the fleet. The fleet captain receives one-one-hundredth, and the balance is divided among the officers and crew of the victorious ship. Of this balance, the commander gets one-tenth, and the remainder is distributed among the officers and crew according to the amount of pay they receive regularly from the Government.

Naval vessels within signal distance of the place of capture are also entitled to a share, but this amount is very small.



**W**AR was formally declared by Congress on April 25th by the passage of the following act:

“Be it enacted by the Senate and House of Repre-



sentatives of the United States of America in Congress assembled :

"First—That war be and the same is hereby declared to exist, and that war has existed since the 21st day of April, A.D. 1898, including said day, between the United States of America and the Kingdom of Spain.

"Second—That the President of the United States be and he is hereby directed and empowered to use the entire land and naval forces of the United States, and to call into the actual service of the United States the militia of the several States to such extent as may be necessary to carry this act into effect."



ON April 25th, the Government of Spain issued a proclamation declaring that war exists between that country and the United States.

The proclamation starts with the assertion that it was the people of the United States "who by their detestable conduct caused the grave conflict."

Spain says that the state of war annuls all treaties between the two nations.

Thirty days from April 25th are granted to all American ships anchored in Spanish harbors to depart, and Spain declares she will observe the following regulations in regard to maritime law.

"First—Neutral flags cover the enemy's merchandise, except contraband of war.

"Second—Neutral merchandise, except contraband of war, is not seizable under the enemy's flag."

She also maintains the right to issue letters of marque (that is, commissions to private individuals

to fit out privateers to prey upon commerce), but states that at present she will confine herself to organizing a force of auxiliary cruisers.

"Weapons, ammunition, equipments, engines, and, in general, all the appliances of war" are designated in the proclamation as "contraband of war."

Captains, officers, and two-thirds of the crews of vessels which, not American, should commit acts of war against Spain are to be judged as pirates by Spain.

England was very much interested in Spain's proclamation, particularly the clause about privateers, and it is said that British war-ships will treat Spanish privateers as pirates.

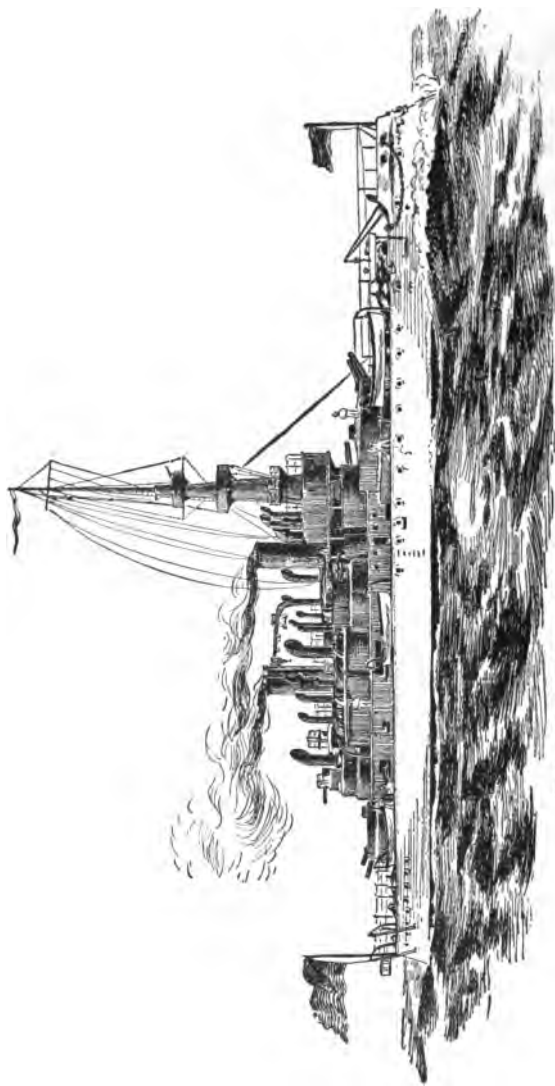


THERE has been much concern over our battleship *Oregon*, which was stationed on the Pacific coast, and when the war cloud threatened to burst was ordered to steam as fast as possible around the Horn to join the North Atlantic squadron.

This vessel cost \$3,180,000, and is one of the most powerful battle-ships we have. She is 348 feet long, 69 feet wide, and can steam at the rate of 15 knots an hour.

The officers of the *Oregon* are: Captain, C. E. Clark; lieutenant-commander, J. K. Cogswell; lieutenants, R. F. Nicholson, W. H. Allen, H. W. Harrison, A. A. Ackerman, and E. W. Eberle; surgeon, P. A. Lovering; paymaster, S. R. Calhoun; chief engineer, R. W. Mulligan.

The reason there is anxiety over the *Oregon* is because of a report that a Spanish torpedo-cruiser, the *Temerario*, has been lying in wait for the American



U. S. BATTLE-SHIP MASSACHUSETTS, FIRST CLASS.

war-ship near Montevideo, Uruguay, and it was feared that it might come upon her unawares.

There was more confidence felt, however, when the *Oregon* was reported at Punta Arenas (Sandy Point), Chile. This place is in the Straits of Magellan.

Here the battle-ship was joined by the United States gunboat *Marietta*, and the two vessels will come on together.

Captain Clark was informed that war had begun, and also that the *Temerario* was possibly looking out for him.

The *Oregon* and *Marietta* recoaled at Punta Arenas, and left there April 22d.

The *Marietta* was built in 1896, and cost about \$250,000. She has 6 four-inch rapid-firing guns in her main battery, and 4 six-pounders and 2 one-pounders in her secondary battery. She can maintain a speed of 12 knots an hour, and has engines of about 800 horse-power. The commander is Captain F. M. Symonds.



AT this time, when there is war between Spain and the United States, it is interesting to recall an incident which almost caused war between the two nations in 1873.

At that time there was a revolution going on in Cuba which lasted from 1868 to 1878. An American steamer, the *Virginius*, was sent out from the United States with men and arms on board for the insurgents. The vessel was captured by the Spaniards, and they were furious that aid should be given to the rebels by people in the United States.

There were 155 men on board the *Virginus*, and 53 of these were executed immediately by the Spaniards on reaching Santiago.

Luckily for the rest of the men, a Captain Lorraine, in command of the British war-ship *Niobe*, at Jamaica, heard of the execution, and started at once for Santiago. Before his ship had come to anchor, Captain Lorraine had jumped into a small boat, and was rowed to the shore. He hurried to the place where the Americans were to be shot, and demanded that the massacre should be stopped. He said that he represented the United States as well as England, and even threatened, it is said, to bombard the city.

The Spaniards were impressed by Captain Lorraine's manner and words, and the lives of 102 of the 155 men were spared.

Many people believed that war would be the outcome of the *Virginus* affair; but the United States did not consider it a cause for war, but demanded an indemnity from Spain, and this was paid.



GENERAL Stewart L. Woodford, who was our minister to Spain, had a very exciting journey to France after he left Madrid on April 21st.

The minister's private secretary, Mr. Joaquin Morena, accompanied General Woodford, and the Spanish police were determined not to let him get across the frontier. The Spaniards said that Mr. Morena was a Spanish subject, and the feeling against him was very strong.

General Woodford, however, declared that his sec-

retary was a British subject, and therefore the police had no right to interfere with him.

The Spanish police made an effort to capture Mr. Morena when he was seated in the car, but Minister Woodford stood in the doorway and declared that it would be necessary to remove him first.

At one station thousands of excited people met the train, and twenty civil guards, who accompanied General Woodford, drew up in front of his car and tried to keep back the mob.

Stones were thrown at the train, and many of the windows were broken, but only one man, a newspaper correspondent, was hurt by the broken glass. The American party was glad to reach French soil, for the Spaniards were very much wrought up, and their actions bid fair to be disastrous to our minister and his suite.



**I**N No. 21, Vol. I., of *THE GREAT ROUND WORLD* we told you about the claims of Don Carlos to the throne of Spain. Since then we have spoken of the troubles this "much-maligned firebrand," as he has been called, has caused.

This man is the third pretender to the throne, for two other men of the same name have successively tried to obtain the throne of Spain. Don Carlos, the first pretender, died in 1855. His son then arose and made similar claims to those his father had made before him. In 1860, this second pretender was captured, and was released only after signing a renunciation of all claims to the throne.

A brother of the second Don Carlos was Don Juan.

In 1868, Carlism became a possibility once more, for Queen Isabella was obliged to flee from Spain. Don Juan then gave up all rights to the throne in favor of his son, who is the present Don Carlos.

After a number of revolutions this man was finally, in 1876, driven out of Spain and fled to France.

He issued a proclamation, however, that he would not withdraw any of his claims. This proclamation led to his expulsion from France, and he then made an extended tour through the United States, Mexico, and Europe. He finally settled down in Venice, where he has a beautiful palace.

Just at present, Don Carlos is said to be at Ostend, in Belgium. It is reported that he is only waiting for the crushing of Spain by the United States, when he will assemble his followers and seize the throne.

There are many people throughout the world who believe that Don Carlos should be King of Spain. The overthrow of the present dynasty in favor of Don Carlos would be an important event in the world's history, and developments in the matter are awaited with interest.



**C**OLONEL Salcedo, of the Cuban insurgent army, is reported to have arrived in Key West, and an interview held with him, if true, shows the strength of the insurgent troops in Cuba. Colonel Salcedo left Cuba in an open boat with a companion, who is said to have had despatches from General Gomez to the Junta in New York. The two men, after eight days in their little craft, made land, but they were nearly dead from exposure. The Cuban colonel said:

"Our army is in excellent health and condition. General Garcia has 16,500 men in the eastern department, between Santiago de Cuba and Camaguey. These forces have twelve field-pieces, two dynamite-guns, and 2,000,000 rounds of rifle ammunition."

The Cuban newspaper, *El Porvenir*, has published a letter, said to be from General Gomez. It is ad-



dressed to Senor Trujillo, the editor of the paper, and is as follows:

"DEAR FRIEND:—I am very much pleased with the satisfactory news contained in your last letter. If the affairs of the revolution are going on abroad so well as you say, in Cuba they are still more favorable. The Cuban army is full of the most enthusiastic spirit, and we are holding our own with great success against our cruel and numerous foes. The Spaniards are disheartened and weak. They made their strongest effort with Weyler, but after his depar-



ture, defeated and disgraced. Blanco is only trying with little tricks to delay the inevitable fall of Spain.

"For a long time Blanco's troops had been idle in the field. On the first days of this month they tried to attack me with a combined movement of four Spanish columns. They intended to destroy my headquarters, and to make the attempt they had to withdraw a great many troops from the Jucaro-Moron trocha. That work of military defence, that cost Spain so much money and so many lives, was abandoned, to our great advantage. You already know what the result of the Spanish attempt was. On March 1st, four Spanish columns came here to attack me. The brave Cubans routed them and they had to retire, leaving many killed behind.

"I believe, as you, that we shall soon see the end of this war, with the triumph of the republic of Cuba.

Yours truly,

M. GOMEZ."

There is a report to the effect that an officer of the United States army has received orders from Major-General Miles, and is at present conferring with General Gomez about the joining of the insurgent army with our forces and operating together in Cuba.

It is thought that in this way the Spaniards can be driven out very quickly.

No move has been made by our army in the south as yet, however, toward Cuba, and it is uncertain whether or not any men will be sent to the island until after the rainy season is over.

In the mean while, plans are afoot to equip the in-

surgents thoroughly with guns and ammunition from the United States.

It is an acknowledged fact that it would take some



MAJOR GENERAL NELSON A. MILES.

*By Permission of Leslie's Weekly.*

months for the men of our National Guard to prepare for a hard campaign, for the necessary details of

regular army work are unknown to them. Then each man, it is said, would have to carry about sixty pounds, and the men would gradually have to become accustomed to that.

The regular army, which is accustomed to hard campaigning, will no doubt be the first sent, but it numbers less than 30,000 men, and may not be sufficiently strong to cope successfully with Spain's forces, even with the aid of the insurgents.



**A**N attempt was made, not long ago, by the English people living near Cairo, to get up an entertainment for the Arab children. Fireworks were bought, prizes were procured for the winners of races, and the different villages were notified of the gala day.

Such very fine presents were bought for prizes that it was thought a great many children would come out on the plains of Ghizeh, where the festivities were to take place. There was much surprise when only a few children turned up. Those that did come had a beautiful time, plenty to eat, and were sent away with as many presents as they could carry.

It is said that gratitude is a feeling almost unknown to natives of Eastern countries, for the people cannot realize that any one would be foolish enough to do something for nothing.

The mothers of the children invited to the entertainment of the English sought for some reason why all these children were wanted.

Finally, they struck upon a good theory: It seems it was believed that the electricity which lighted the English hotel was supplied by a demon. This demon

had stopped giving the electricity for some hours once, and would only restore it, the natives said, on condition that a child should be sacrificed.

That, then, was the cause of the entertainment, for with a great many children together one could be spirited away, and it would be a long time before the loss would be discovered.

The incident illustrates the feeling the natives have against the English and the distrust with which foreigners are regarded.



**N**OTHING has been heard from Andrée, and it is very probable that the brave Arctic balloon voyager has perished in his attempts to reach the North Pole.

It is reported that Theodore Lerner, of Berlin, will head a rescuing expedition which will start in May. This expedition is said to be supported by the German Government, and we wish it every success in its hunt for the brave Andrée.

Dr. Nansen has said: "It is beneath the dignity of man to erect a goal and then give in before it is reached." This goal he says is the North Pole, and until that is reached, absolutely scientific exploration cannot be carried on, for the glory of discovering the Pole is so great that it is the first consideration.

Five Arctic expeditions are now planned. Lieutenant Peary sails in July with his Esquimaux colony. He intends to establish stations on the west coast of Greenland, and eventually make a dash for the Pole with dog-sledges and one or two companions.

Mr. Walter Wellman is to start about the same

time as Lieutenant Peary. He has a similar plan, but will have his base of supplies on Franz Josef Land.

A Mr. Jackson, who greeted Nansen when he reached Franz Josef Land, is to lead an expedition through Baffin's Bay and Jones Sound.

Then Captain Sverdrup, who was Dr. Nansen's captain, is to go north once more in the *Fram*; and finally, a Swede, Dr. Nathorst, is to explore the east side of Spitzbergen and the islands and seas beyond.

The prospects of discovering the Pole within the next few years are, therefore, quite promising.



THE natives in Sierra Leone, West Africa, have refused to pay the hut-tax we spoke of last week, and the matter has grown serious. A great deal of uneasiness has prevailed at Freetown, the capital of the British settlement of Sierra Leone, and the people of that place believe that the uprising will be a far-reaching one.

The little town of Port Lokko is reported to have been destroyed by the discontented natives, and the native king of the district, whose right to govern was acknowledged by the British Government, has been forcibly carried off.

This man has not been popular with his subjects because he has not sympathized with the enemies of the hut-tax.

It is said that Major Stansfield and a force of West Indian troops have had some fierce fights with the natives, and another West Indian detachment has been sent to the colony as reinforcement.

There have been no fresh rumors from the territory east of Sierra Leone, the right of possession of which the French and English are disputing.

It seems probable that the two governments will come to a satisfactory settlement soon. To that end representatives of the two countries are now in con-



ference in Paris, and it is to be hoped that the territorial boundary question will be decided peaceably.



**WE** have received a letter asking if Indians in the United States can vote. This is a very good question, and one in which our readers should be interested.

The right of suffrage—that is, the privilege of voting—comes from the State, and is a state gift, so that while in some States Indians have the full rights of citizenship, in others they are not allowed to vote.

In Arizona Territory, Indians and Chinamen are

not allowed to vote. In Maine, the Indians who do not pay taxes are excluded from suffrage, as are also the Indians in Michigan if they have tribal associations: that means, living in tribes ruled by chiefs, who exercise absolute power over the Indians. Then in Mississippi, Indians who do not pay taxes cannot vote; while in Montana no Indian can be a citizen. The same rule holds in Nevada. In Oklahoma and Wisconsin, Indians having tribal relations are not allowed to vote. In Oregon, only white men can vote.

In the other States Indians are allowed to vote the same as white men, if conforming to the ordinary requirements of citizenship and the residence clause, which requires, previous to voting, a residence in the State varying from three months in Maine to two years in Mississippi, Rhode Island, and South Carolina.



**WE** print a picture this week made from the drawings of the dam which is to be constructed at Assouan on the Nile.

The base of the dam is to be more than a mile long, and it will rise to a height of seventy-six feet, it is said, above the bed of the river.

An idea of the vastness of the work can be gained by the news that the contractors, John Aird & Co., have recently ordered three million barrels of cement in London to be used in building the dam.

The river 144 miles south of Assouan will be affected by the dam, and the country throughout that section of Egypt will be immensely improved for cultivating purposes, on account of the numerous little

water-ways which can be turned off on either side of the river.

Thousands of acres of land which have heretofore been barren can be brought under cultivation, and cotton grown in Egypt will compete in the markets of the world with American cotton.

Egypt is practically a rainless country, and the Egyptian farmers have depended on the annual rise of the Nile for the watering of their soil.

The great dam, however, will increase the amount of land suitable for cultivation, wonderfully. In one small province in which only 5,000 acres have been under cultivation heretofore, there will be an increase of 55,000 acres capable of being farmed.

Not only Egyptian cotton, but Egyptian sugar will be benefited, and it is thought that the prosperity of Egypt will be very much heightened.

The burden of taxation on the peasants, or fellaheen, as they are called, of the country will be lessened, and agriculture and trade should flourish in that part of the world as they never have before.



THE English people were beginning to believe that the results of four months of diplomacy on matters in the Far East justified the impression that England had been outgeneralled by rival powers. It was thought, too, that the rival powers had been acting together, and all against Great Britain.

Since November last, the Germans have secured Kiao-Chou and a monopoly of the province of Shantung, because of the murder of a missionary by the Chinese.



In the same period, Russia has obtained Port Arthur and Talien-Wan and a sphere of influence—which means a section of country really controlled by a power other than that which owns the section—in Manchuria.

France has obtained her concessions in Southern China, while England has had a British Customs adviser reinstated in Corea; has been Germany's partner for a loan which has failed in London, although subscribed four times over in Berlin; and has received notices from Russia and Germany that the ports which were seized by those countries would be free and open.

The news that China had leased Wei-Hai-Wei to Great Britain, therefore, was received with great joy in England. From a military standpoint, the place is invaluable, for here England can establish a base of supplies 1,300 miles north of Hong-Kong, and a close watch can be kept on the Russians at Port Arthur and the Germans at Kiao-Chou.

Commercially, Wei-Hai-Wei will not be of much value to England, for Germany controls the province it is in (Shantung). It will enable England, however, to maintain a large naval force on the coasts of Eastern Asia. Naval bases are necessary for the maintenance of large fleets of ships, and Wei-Hai-Wei will serve the purpose excellently, for it is already fortified.

Lord Salisbury has expressed the thought that England would provoke the wrath of the other powers by taking Wei-Hai-Wei; but although this result may be brought about, it is not believed that England will give up her acquisition.

**A**PRIL 27th, the *New York*, *Cincinnati*, and *Puritan* were ordered to Matanzas (ma-tan'-zas) to destroy the fortifications which it was reported were being strengthened at the entrance to that harbor.

When about five miles off shore the shore batteries opened fire on our ships, which responded so quickly and effectually that the fortifications were destroyed in less than half an hour.

The Spanish fire was most ineffective, not one of the shots came near our ships; on the other hand, the gunnery of our men was excellent: every shot took effect, and made short work of the forts. The fire from the guns of the monitor *Puritan* was particularly mentioned in the despatches, as every projectile was placed where it would do the most damage. It seems marvellous to think that those great guns, many of them weighing over fifty tons, should have been handled so quickly and aimed so accurately; yet the science of gunnery has been so perfected that the shots are placed with almost mathematical accuracy, and, where the distance is known and the target immovable, the object aimed at rarely missed.

In this engagement it is reported that the Spanish lost about fifty men; we lost none, and there were no accidents on board of our vessels. During the first week of the war our fleet has captured ten Spanish vessels. The most important of these is the *Panama*, which attempted to run the blockade and was captured by the *Indiana*. Arms and ammunition have been found on board of her, and this will insure her condemnation.

Unfortunately, we were unsuccessful in our attempt

to capture the Spanish mail steamer *Montserrat*, which succeeded in running into the harbor of Cienfuegos (thē-en-fwā-gos) with \$3,000,000 in silver and a valuable cargo.

There was great rejoicing over the safe arrival of the *Paris*, Saturday, April 30th, for early in the week her capture had been reported, and it was feared that she might have been waylaid by some Spanish war-vessel. Her captain reports that no hostile vessels were sighted on the trip. It is expected that she will sail early this week on a scouting expedition and, incidentally, to prey upon Spain's merchant vessels. Her new name is the *Yale*.

The clear weather Saturday and Sunday has greatly facilitated the laying of torpedoes in our harbors. At Willets Point crowds lined the shore on Sunday, watching the small boats at this work, which was almost completed by nightfall. A detachment of the Naval Reserve is stationed at this post to man the patrol boats which will prevent vessels from passing at night.

Arrangements are being made to furnish our fleet with a large number of carrier-pigeons. This will make it possible to send news from far out at sea of the arrival of Spanish vessels.

Reports of the first great naval battle of the war were received late Sunday night, May 1st, and appeared in the Monday papers.

Our fleet in Asiatic waters, under command of Commodore Dewey, consists of the following vessels: *Olympia*, first-class protected cruiser; the *Baltimore*, *Boston*, and *Raleigh*, all cruisers; the gunboats *Concord*, and *Petrel*, and revenue cutter *McCulloch*.

The Spanish fleet was composed of the *Reina Christina*, the *Castilla* (cas-teel-ya), *Velasco*, *Don Antonio de Ulloa*, *Don Juan de Austria*, *General Lezo*, *El Cano*, *Marquez del Duero* (dwā-ro), *Isla de Cuba*, and the *Isla de Luzon*.

In numbers their fleet was greater than ours, but in armament it was much less powerful.

Very early on the morning of Sunday, May 1st, our vessels entered the harbor of Manila and opened fire on the fortress of Cavite and the arsenal of Manila. The Spanish fleet, which was waiting under the guns of these forts, soon entered into active engagement with our ships.

The reports, which have come from Spanish sources, are extremely meagre, and, of course, report that our attack was repelled, but it is not difficult to see that the result was in our favor. Two Spanish vessels, the *Reina Christina* and *Castilla*, are reported to have been burned, and one, the *Don Juan de Austria*, was blown up and sunk with great loss of life. We are looking eagerly for direct news from our men; this will arrive very soon if Manila is taken, as we will then control the cable now in Spanish hands.

## A BRIEF HISTORY OF CUBA.

**T**HE island of Cuba, the largest and richest of the West Indies, the last of Spain's once great possessions in the Western hemisphere, that great new land that she discovered, became known to the civilized world in 1492, when Columbus touched there on his first voyage.

The island was named Juana (hō-an'nä) in honor of Prince John, the son of Ferdinand and Isabella, the King and Queen of Spain, who aided Columbus, after many trials on his part, to equip his voyages of discovery. After this, Columbus twice visited the island, in 1494 and again in 1502.

In 1511, his son Diego (dē-ā'gō) Columbus fitted out an expedition of about three hundred men to colonize the island, and then began for that fair land the first blight of Spain's rule. Several towns were planted in the next few years, including Santiago, Trinidad, and Baracoa (Bä-rä-kō-ä). In 1515, there was founded a town which was called San Cristoval de Havana; in 1519, this name was transferred to the present capital, and the old town was renamed Bata-tano. At this time Spain practically controlled the whole Western hemisphere; her voyagers had discovered it, and her hard-handed, cruel methods were beginning to conquer it.

In 1538, the town of Havana was reduced to ashes by a French privateer, and shortly after this, Fernando de Soto, the governor of Cuba, built a fortress called Castillo (käs-tél'yō) de la Fuerza (fuer-tha),

as a defence against any more attacks from being successful.

This was the same De Soto who is known to all of us as the explorer and discoverer of the Mississippi. His plans for rendering the city safe were by no means satisfactory, as the French destroyed Havana again in 1554. Between this time and 1600 two other fortresses were built, and they are those of which we hear most to-day, Morro Castle and the Punta (Pön'tä). These are the fortresses to which the Spanish point with so much pride as the defences of Havana. They have been there for almost three hundred years; and while they have been improved from time to time, they still remain old-fashioned stone fortresses, calculated to withstand old-fashioned implements of war, but hardly suited as a protection against modern heavy-gun fire. We may read at any time, even before these words are in print, of the results of an American bombardment of them. In 1665, walls for protecting the city were started, but these were never completed.

We are told that during the first sixty years of Spanish occupation of Cuba practically the whole native population was exterminated. It is difficult for us to understand what this means unless we stop to review the Spanish character. Other nations, in their conquests, have killed many people, have fought with much brutality sometimes, and much force always, but no other nation has the record that Spain has for killing off, exterminating, or, as it is often put, *butchering* people that oppose them; and the weaker and more simple those people, the better pleased the Spaniards. These are not extravagant statements

made in the heat of the moment, when feelings run high against Spain in the United States, but express the calm judgment and indisputable truth that is written in the history of all Spain's conquests—the conquest of Peru, of Mexico, of Cuba, and wherever Spanish arms have passed. The people of Peru were a simple, brave, and natural people; the Spaniards were not satisfied to conquer them, but must needs slaughter them, their love of gold making them hold human life or their own reputations for cruelty as nothing beside a trifling gain in money.

For over a century after this latter French attack upon Havana, the country was unmolested by foes from the outside, although in continual fear of attack by the various foreign nations and in mortal fear of the pirates who then infested the seas. These pirates were largely Spanish themselves, and Spain was, more than any other nation, responsible for the existence of all of them, having commenced the system of buccaneering. In 1762, Havana was taken by an English fleet and army under Lord Albemarle. This fleet contained over two hundred vessels of various kinds, and the land force numbered over fourteen thousand men. The Spaniards defended their city well—so well that, though the English commenced their attack on the 6th of June, it was the middle of August before the city surrendered. It is said that the spoils divided by the captors amounted to over \$3,500,000. The next year the treaty of Paris was made, and by its terms Cuba was restored to the Spanish. From that time the progress of the island dated. It began to gain strength in every way, and had it been in the possession of an enlightened and

considerate government, would have developed into one of the most fertile and valuable of possessions, a source of revenue to its owner and a loyal colony.

In 1790, a captain-general (a governor of Cuba is always so called), named Las Casas, was sent to the island. He was an honest man, and a statesman who knew how to develop the industries, to advance commerce, and to keep the people contented. He introduced the cultivation of indigo, a plant from which a valuable dye is obtained; he built important public works, and, greatest of all, most far-reaching in fact, and what would have been most valuable to Spain and Cuba had the policy been continued, he stopped the custom of granting privileges to favorites and hampering the business of those not in favor, and by just treatment of the people made them feel that they were safe in improving their business and their other interests without danger of government interference and imposition.

During Las Casas' administration occurred the great uprising of the negroes in the island of San Domingo, and it was largely due to his good management that this terrible and bloody disturbance, accompanied as it was by great massacres, did not extend to Cuba; and he succeeded in preventing this, though the French people helped the conspiracy to spread the uprising.

But note the Spanish methods. This governor was a man of broad ideas, ability, and consideration; but Spain did not continue to send such men, and the long line of governors who followed him soon destroyed what he had accomplished, and, almost without exception, preyed upon the people, growing rich



on unjust taxes, and the selling of privileges which had no warrant in law. If there is one strong keynote to Spanish historical character, it is *incompetence*. Spain has been one of the greatest nations of the world; she has lost that standing, and gone steadily down in the scale for centuries. Incompetence has done this. Inability to see that the tendency of civilization is toward the developing of individual rights and freedom; that oppression, however forcible and apparently absolute, cannot last, and that unless a reasonable degree of freedom is voluntarily granted, much more will be taken by force. They have always oppressed the people of Cuba; they have robbed them through unjust taxes and through what we, in plain English, would call "blackmail"; and all the time that they were doing this have stupidly supposed that they could go on doing it forever.

And what is more remarkable and more convincing proof of their incompetence is that they should fail to see a lesson in the loss, one after another, of their possessions in the Western hemisphere. They never saw this, and, as a result, they *have* seen the disappearance of these possessions, until now there remains nothing in the Western hemisphere save the islands of Cuba and Porto Rico, which even now may hardly be said to be theirs, and, beyond doubt, will not be in a short time.

( *To be Continued.* )

# The Great Round World

## And What Is Going On In It

Vol. II., No. 19.

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**With  
the  
Editor**

OUR readers are reminded that the Prize Contest closes May 21st. Answers from competitors should be mailed to reach us by that date.

Many letters in reference to terms, method of changing address, and other business matters are being received. With few exceptions these questions are answered in the instructions on

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second page of cover. Subscribers will save themselves trouble by reading these instructions carefully.

"The History of Cuba," which was begun in our last number, is continued in this, and will be concluded in our next issue.

"The History of Spain" was published in GREAT ROUND WORLD Quarterly, not as a supplement of THE GREAT ROUND WORLD.



## Answers to Correspondents

DEAR EDITOR:

We read in one of your weeklies that you like to hear of good books. Have you read "Diomed"? It is the "Life, Observations, and Travels of a Hunting Dog." It is written by the Hon. J. S. Wise. When you have read it you will please let us know what you think of it.

Yours sincerely,

NENE W. AND EDITH G.

We are reading this book now and find it extremely interesting. Every person who is interested in hunting or fond of dogs would be delighted with the book. It is published by Lamson, Wolffe & Co., Boston.

DEAR NATURALIST:

I should like a pamphlet written about these animals and fishes. I live near the seashore, and I should like to know about small fishes, crabs, and beavers, and their habits.

Your friend,

BARNSTABLE, MASS.

THOMAS C. D.

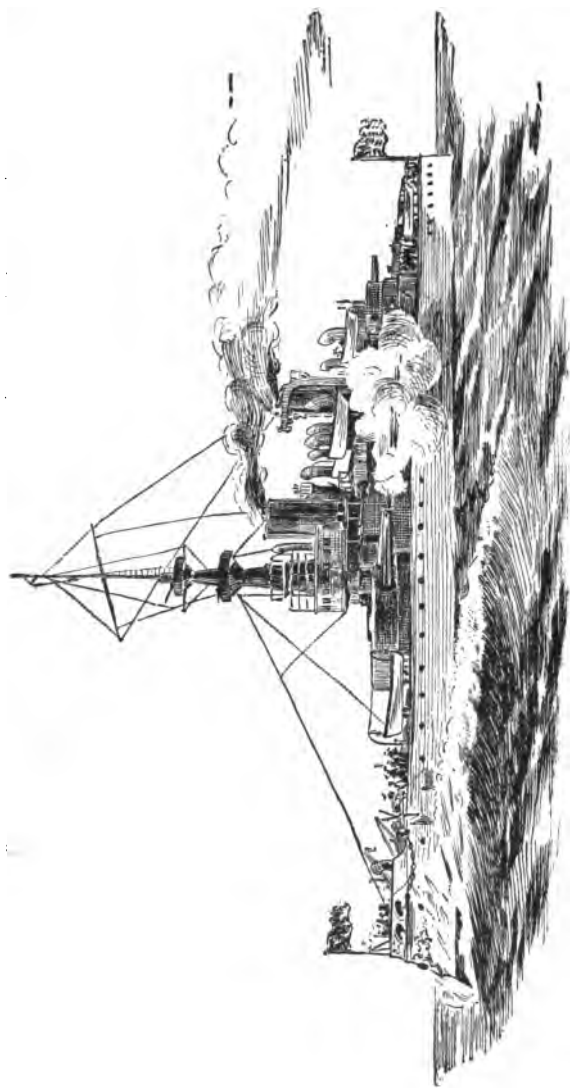
You will find these subjects very well treated in Tenney's "Natural History of Animals" (American Book Company, New York).

## New Books

**WE** have just received from the press of Fr. Ackermann, Weinheim, Germany, a little book of special interest and value to teachers and students of the German language; the title is, "Wie pflegt das deutsche Volk seine teure Muttersprache und wie kann die Schule diese Arbeit fördern helfen?" By G. J. Knabe. Price, in paper, 50 cents; in cloth binding, 70 cents.

It contains a series of essays and instructive remarks about the study and history of the German language, and can be heartily recommended as a useful help for all interested in the German language. Of the different chapters we mention the following:

Value of the language for the whole life of the German people.—Duty of cultivating the language for home life, and school.—History of the development of the modern German language, its connection with the branches of the great Indo-European group of languages, the mutual exchange of the Roman and Germanic languages, the struggle of the German against the pernicious influences of the Roman languages.—The present state of the modern German language and the general endeavor to expurgate the mistakes, wrong usages, etc.



UNITED STATES BATTLE-SHIP "INDIANA."

# Current History



THE *Indiana* is one of our largest first-class battle-ships. She is 348 feet long, 69 feet wide, and can make almost 16 knots an hour.

Her main battery consists of four 13-inch, eight 8-inch (it was this type of guns that did so much damage to the Spanish fleet and fortifications at Manila), and four 6-inch breech-loading rifles.

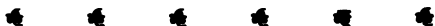
The secondary battery is made up of twenty 6-pound rapid-firing guns, six 1-pounders, and four Gatling guns.

Then there are two torpedo-tubes in the vessel, from which are launched the Whitehead torpedoes used in the navy.

William Cramp & Sons built the *Indiana* at a cost to the Government of \$3,020,000. She was ready for use in November, 1895, and since then has been in the North Atlantic Squadron.

The officers of the *Indiana* are: Captain H. C. Taylor; Lieutenant-Commander J. A. Rodgers; Lieutenants, R. Henderson, B. C. Decker, S. P. Comly, R. C. Smith, and T. Washington; Surgeon N. M. Terebee; Chief Engineer G. Cowie; and Chaplain W. G. Cassard.

The battle-ship is manned by a crew of 441.



Authority for pronunciation of proper names: Century Dictionary.



**A HOLIDAY ON BOARD A BATTLE-SHIP.**



**A** REPORT has reached us that the Government will hold back the troops which were to be landed in Cuba under General Shafter, until the whereabouts of the Spanish fleet from the Cape Verde Islands is ascertained.

The reason for this is that our war-ships would have to guard the transporting of the troops, and thus could not keep a sharp lookout for the Spanish vessels.

There are wild rumors that Spain has despatched her boats to make a fierce attack on one of our large coast cities.

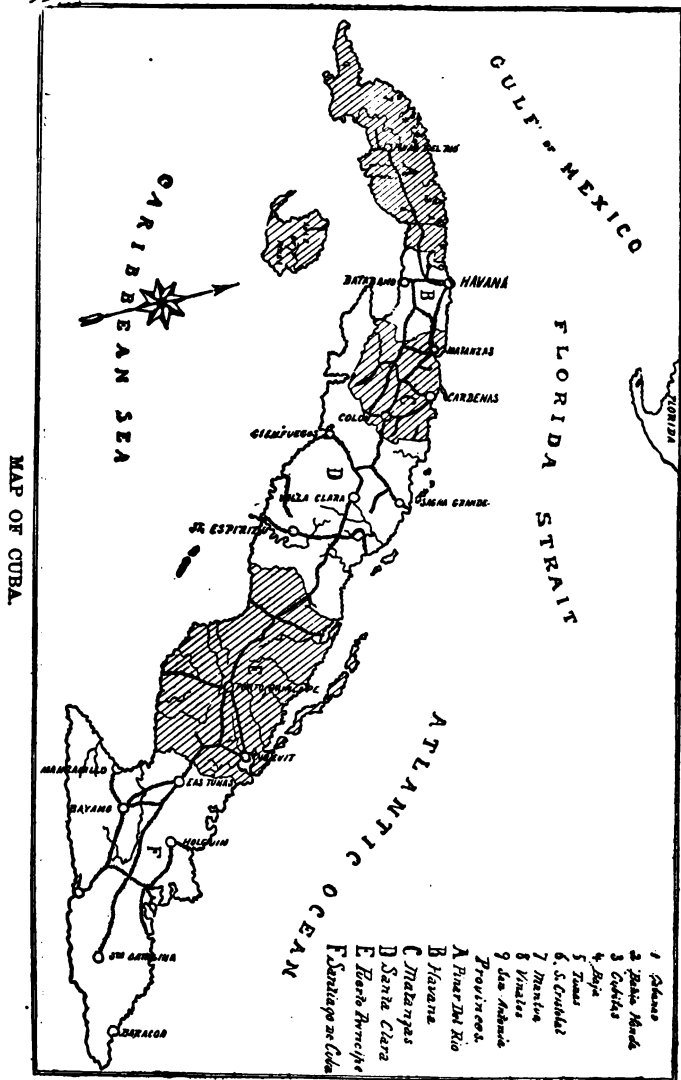
The Navy Department was evidently a little fearful of this plan, for swift scout-boats are patrolling the coast far out at sea. The moment a Spanish vessel is seen, the scout-boats have orders to make for the nearest cable office and report. In this way due preparation can be made to receive the visitors.

We spoke of the arrival of the *Paris* last week. This steamer hurriedly discharged her cargo and was transformed into an auxiliary cruiser as quickly as possible. Within a week after the *Paris* had reached New York she was ready for use as a United States war-vessel, and on May 3d she sailed out of the harbor under sealed orders.

On April 30th the *Oregon* and *Marietta* were reported safe at Rio de Janeiro (rē'ō de zhā-nā'rō), Brazil, and the Spanish torpedo-boat *Temerario* was said to be in the same harbor.

According to Brazil's neutrality laws, the vessels





could stay in the harbor but forty-eight hours, but this gave Captain Clarke time to recoal the *Oregon* and *Marietta*, and he then started north, accompanied by our Brazilian purchase, the *Nictheroy*, now the *Buffalo*.

It was believed that the *Temerario* would follow the American vessels and attempt to blow up one of them with a torpedo, but three against one was probably too much for the Spaniard.

The blockading fleet around Cuba has kept a vigilant lookout for stray Spanish vessels, but no important ones have been captured during the week.

In the mean while food on the island is running low, and it is reported that beef is two dollars a pound. We can only imagine the state of the poor reconcentrados.

It is reported that the Spaniards under General Pando have evacuated Bayamo. This is a large town in the province of Santiago de Cuba, and the abandoning of the town shows that the Spanish forces are weakening. General Garcia immediately took advantage of the departure of the enemy, and with his army he is now holding the town.

On May 3d the British war-ship *Talbot* approached the blockading fleet near Havana, and asked permission to sail into the harbor.

This vessel had been sent to get Englishmen who desired to leave Cuba, and she was allowed to proceed on her mission.

It is said that one of the sailors on the *Talbot* shouted out as he passed an American battle-ship, "Give it to them for us, Jonathan." The Americans

cheered heartily at this, and an answering shout went up from the *Talbot* as she steamed slowly into Havana.



WE mentioned the first great naval battle of the war in our "latest news" last week.

The details of the fight have come from Spanish sources, but even these reports say that Spain's fleet was totally destroyed.

From the despatches received we learn that the United States ships entered the harbor at daybreak, Sunday, May 1st.

The Spaniards were evidently not prepared for such a move on the part of Commodore Dewey. The mines in the harbor were evidently not in working order, for none of them was exploded. The forts guarding the entrance of the harbor were also slow in firing upon the fleet.

The ten Spanish vessels whose names we gave in our last issue were anchored off Cavite, which is a fort stationed on a promontory stretching out in front of Manila.

When the American fleet was finally seen, the forts on shore opened fire and the heavy guns on the Spanish ships also joined in the cannonade.

Commodore Dewey signalled his vessels to draw closer to the shore, and it was not long before our guns began a terrific bombardment of the enemy's forts and vessels.

The reports say that the handling of the American fleet was superb. The commanders seemed to be

perfectly acquainted with the shallows of the harbor, and the boats circled in and out, keeping up a continuous fire.

After half an hour of this fierce fighting, Commodore Dewey signalled to his ships to move out of



COMMODORE GEORGE DEWEY.

*From Leslie's Weekly.*

range of the light Spanish guns. It was at this time that the American vessels used their 8-inch guns with telling effect.

It was not long before the *Olympia* again signalled that the vessels were to draw in at close quarters, and again a rapid and incessant cannonading began.

This last bombardment ended the battle. The flagship of the Spaniards, the *Reina Maria Cristina*, caught fire, and Admiral Montijo was compelled to board the *Isle de Cuba*.

Two other Spanish boats were blown up, one was sunk, and the remaining six, it is reported, were run ashore to escape capture.

The battle, it is said, lasted an hour and a half, and it is described as a wonderful and awe-inspiring spectacle.



ON Sunday night, May 1st, reports were received in Madrid that the Spanish vessels had won a grand victory in the Philippine Islands. The people were joyful and paraded the streets cheering the Government. It was not long, however, before rumors were circulated that the victory was not so grand after all. The people quieted down a little, but they still believed that the American fleet had been repulsed. Finally, when the news of the overwhelming defeat reached the Spanish capital, the fury of the mob knew no bounds. Houses of Government officials were stoned, and it was necessary for the Government to proclaim martial law. That means that the responsibility of keeping the peace was taken from the civil authorities, and Government troops patrolled the streets in place of the city police.

When the news reached the United States there was great rejoicing. The first reports were entirely from Spanish sources, and as they practically admitted the defeat of Spain, it was known that the victory must have been a grand one.

In New York city enterprising newspapers had erected large war bulletin-boards, and as the news of the battle was printed on them enthusiastic crowds cheered and cheered again.

Commodore Dewey has sprung into prominence. He has had a most honorable career, and has never been known to fail in his duty.



**D**URING the last week of April it was reported a number of times that the Spanish fleet at the Cape Verde Islands had sailed.

The only reason they were not compelled to sail before they did was because Portugal, which owns the islands, was very slow in proclaiming her neutrality.

Finally, on April 30th, after the United States had urged Portugal many times to state her position, that country made a formal declaration, containing six articles, as follows:

1. Forbidding the equipment of privateers in Portuguese ports.

2. Forbidding the entry of privateers into Portuguese waters.

3. Permitting belligerents to make brief visits at Portuguese ports.

4. Defining legitimate trade as regards belligerents, and forbidding trade in goods which may be considered contraband of war.

5. Warning Portuguese and foreigners in Portugal against actions contrary to the security of the state.

6. Refusing protection to any infringers of the decree.

The third clause undoubtedly compelled the Spanish Government to send their ships away from the Cape Verde Islands.



**T**HE Government has issued orders that the light-house service at several ports shall be discontinued when the laying of mines is completed, and that vessels shall not enter nor leave the harbors except between sunrise and sunset.

New York is the chief port of the United States where this rule has gone into effect. Many steamers have been delayed in reaching their docks, and the passengers must feel chagrined at having to spend a night on the ship when so near home.

These orders are to prevent the possibility of an enemy running in at night, for without the harbor lights it would be very difficult for a vessel to keep in the channel.

The torpedoes are arranged so that it would be impossible for a vessel sailing in the channel to avoid them.

Many of the soldiers at Willets Point, Long Island, who have been laying torpedoes in the Sound, have been made ill from handling the large quantities of dynamite. The commandant of the fort was therefore greatly pleased to have the work completed.

Owners of vessels have been notified of the new harbor regulations by Major H. M. Adams, who has charge of the mining of New York harbor.

The rules for the southern entrance are as follows:

"1. No vessel will be allowed to pass Sandy Hook or the Narrows between the hours of sunset and sun-

rise. During this period vessels must not approach within three miles of Sandy Hook, Coney Island, Gedney Channel, or the Narrows.

"2. Patrol boats will be stationed above and below the defences. These boats are authorized to stop vessels, to inquire into their character, or to instruct them how to pass through the mine fields. The orders of the patrol boats must be strictly obeyed.

"3. Sailing vessels and all small vessels drawing three feet or less can pass safely through any parts of the channel during the daytime.

"4. Steam vessels must pass at slow speed through a special channel, which will be marked by buoys.

"5. Vessels are warned that if they disregard these regulations they will expose themselves to serious damage, and will be liable to be fired on by the batteries."



**L**AST week we spoke of the distribution of prize money. In this connection the method of condemnation and the sale of vessels captured from Spain are interesting.

When a vessel is captured by a United States man-of-war, three Prize Commissioners, as they are called, are appointed by the United States district court of the district in which the prize court is to be held.

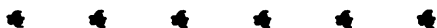
One of these men must be a retired naval officer, approved by the Secretary of the Navy. One of the other two men must be a lawyer who has been a member of the bar not less than three years.

These men take possession of the ship's papers, detain witnesses of the capture, and gather the testimony to be used before the prize court.



The judge of the district is really the prize court. He decides whether or not the vessel was captured legally, which means according to law. If he says the vessel was subject to capture, it is sold.

All costs of the trial are taken out of the money obtained from the ship, and the remainder is divided in the manner described in our last number.



**T**HERE have been stirring and patriotic scenes witnessed in New York city during the last week.

Of the 125,000 volunteers called for by President McKinley, 12,000 made up the quota from New York State.

Of this number more than half came from New York and Brooklyn.

On May 2d the men of the regiments of the National Guard which had been selected formed at their armories. Thousands of people gathered to see the troops off to camp, and with flags flying and drums beating the regiments marched through the lanes of cheering people.

A large camp had been laid out at Hempstead, Long Island, and here 9,000 men were sent to drill and prepare themselves for the campaign. The camp has been called Camp Black, in honor of Governor Black, of New York State.

Three thousand men were transported up the Hudson River to Peekskill, to the regular State camping-ground, and at this place the tents were pitched.



**T**HERE is a report that in the event of our taking the Philippine Islands, they will be given to Great Britain in exchange for some of her possessions in the West Indies.

Many people contend that we would need the Philippines for a coaling-station in the far East, but for the United States to own territory so distant from her shores would be contrary to the policy she has maintained for many years.

Germany has many interests in the islands, and she is beginning to grumble now at the turn affairs have taken.

France also has exhibited no little unfriendliness toward the United States, and does not hesitate in expressing sympathy for Spain.

The Continental powers are becoming alarmed at the relations between Great Britain and the United States. The two English-speaking races are undoubtedly drawing nearer together than they have ever been since the Revolution.

The great men of both countries realize more fully what an alliance would mean, for it has been said that the English and American forces on land and sea, combined, could defeat the armies and navies of the remaining nations.

The present war will at least make our navy much stronger, and it is thought that within ten years we will be next to England in naval strength.



**CAPTAIN ALFRED T. MAHAN** (ma-han') has been recalled from abroad to serve on the United States Naval Strategy Board.

Captain Mahan is a famous American sailor and writer, and his books on naval history and strategy have a world-wide reputation.

In 1859, when nineteen years old, he was appointed midshipman in the United States navy. In 1861 he was made lieutenant; lieutenant-commander in 1865; commander in 1872, and captain in 1895.

He is known as the greatest living expert in naval science, and his advice will be of the greatest value to the Government.



**SECRETARY SHERMAN** has resigned from the Cabinet, where he was the head of the State Department. He is an old man, and the responsibilities of his position have weighed heavily upon him.

Assistant-Secretary William R. Day has succeeded Mr. Sherman. He has really been the active head of the State Department, and has displayed great ability as a diplomat.

The new Assistant-Secretary is Prof. John B. Moore, of Columbia College. He has been connected with the State Department for a number of years in an advisory capacity in matters of international law, and it is thought that his knowledge of international law will be of great value to that branch of the Government during the present crisis.



**D**OWN in the Congo Free State in Africa a railroad has been built, which promises to develop that section of country wonderfully.

Find Congo Free State on THE GREAT ROUND WORLD Atlas, and notice what a large place it is. It contains almost a million square miles, and has a population of 16,000,000. Although it is called a free state, Belgium really controls the country, and it is regarded as a Belgian colony.

The new road is called the Congo Railroad, and extends from a place called Matadi, on the Congo, ninety miles from the Atlantic, to Stanley Pool. Steamers can ascend the river as far as Matadi, where their cargoes are put on the freight-cars. The railroad is 240 miles long, and its chief advantage is that it does away with the old system of pack-carriers—men who carried the products of the country to the seaports on their heads. Boats cannot be navigated on the Lower Congo, on account of the rapids and waterfalls, so that the pack-carriers did all the freight-ing business between Stanley Pool and the coast. Above the Pool the river and its waterways are navigable for many, many miles back into the interior of Africa. A large fleet of light-draught steamboats is used on this great network of rivers, and they carry thousands of tons of india-rubber, ivory, gum, oil, and nuts from the rich African lands to Stanley Pool. From there the products are shipped to the markets of the world.

It took a great deal of money, time, and perseverance to complete the Congo Railroad, and the Belgian Government deserves much praise.

To build the first five miles, it is said, required one whole year, and the problems the engineers had to solve were most difficult.

The first section of the road extends along the side of a mountain, and it was necessary to suspend men by ropes down the face of the hard quartz rock to drill holes for blasting. In this way the road was begun eight years ago, and it was not until March 16th last that Engineer Gorrin, the director of the work, received a telegram from Stanley Pool:

"The locomotive arrived to-day at Dolo."

Dolo is situated on Stanley Pool, the inland terminus of the railroad. At this point the steamboats of the Upper Congo load and unload their cargoes, and Dolo is rapidly becoming an important town.

It is reported that forty thousand natives who were in the carrying business have been thrown out of work by the railroad.

As their service has trained them to habits of industry, they can easily find work in some of the many new enterprises which have been designed for the Congo country now that the railroad has been completed.



**G**ENERAL JOAQUIN CRESPO, who was at one time President of Venezuela, was killed while leading Government troops against the insurgents under Hernandez.

Hernandez and a force of insurgents had taken refuge in the mountains, and the new President, Andrade, ordered General Crespo to set out with a force and dislodge them.

When the Government forces reached the camping-ground of Hernandez, General Crespo charged at the head of his men. He had only gone a short distance, however, when a bullet struck him in the chest. He fell from his horse, and shortly after, with the cry "Viva Venezuela," died. His troops, however, fought on bravely, and the insurgents were driven out of their stronghold.

It is thought that state affairs will be less troublesome now that General Crespo is dead. It is said that many prominent men will now be willing to help President Andrade with the Government. These men had been enemies of the General, and when Crespo received high political honors they withdrew their support.



**T**HE plague is still raging in India, and all efforts to stop the increase of the dread disease seem to be ineffective.

It is said that recently in Bombay the deaths in a single day numbered 358.

The natives attempt to conceal their dead, so that the health authorities will not take the bodies from them.

The committee on house-to-house visitation visited a house recently, and found a number of persons seated around a table playing cards.

When the visitors entered, the natives rose by way of saluting—excepting one man, who, with head bent low over the cards, remained seated.

Naturally the position of this man attracted the attention of the committee, and it was found that the figure was that of a dead man.

In another house was a man who appeared to be standing in the dimly lighted hallway. He had his face turned away, and as one of the visitors brushed against him he fell over, and it was seen that he was another victim of the plague.

In the Bombay Presidency (or province) the deaths from the disease are reported to have amounted to 80,000 persons.



**T**HE battle of the Atbara on the Upper Nile has shown the superiority of the British and Egyptian troops over the dervishes, or Mahdists, as they are sometimes called. Omdurman is probably the place where the next battle will be fought. This is the base of supplies of the Mahdi and his men, and with the capture of that city it is thought that the power of the dervishes will be broken.

It is now reported that 7,000 men of the force of 16,000 who set out from Omdurman to stop General Kitchener's advance are dead, or prisoners of the British. Many of the dervish survivors of the battle will die of hunger and thirst, for from the Atbara River to Omdurman is a long and weary march across the desert.

The conduct of the Egyptian troops is very much to be praised. Fourteen years ago General Baker led a raw force of fellaheen (peasants) into the Soudan, and on seeing the dervishes they were panic-

stricken and fled. Now these fellaheen are said to have the courage and discipline of a European army.



THE men who work the coal-mines in South Wales have gone out on strike, for the reason that they believe they are underpaid by their employers.

Welsh coal is used by the Atlantic liners, as it is of a superior quality, and the demand lately has been increased very much.

The *City of Paris* was compelled to go slower on her late famous trip, for the reason that inferior coal was burned. If a Spanish war-vessel had pursued the American vessel, the result of having this coal on board might have been disastrous.

The new United States war-vessel *Topeka* had also to use other coal than that from the Welsh mines, and her progress was also retarded. This boat arrived in New York harbor on May 1st.

It is not likely that the strike will last long, as the men who own the mines have a perfect organization, while the strikers are in no position to maintain a long strike.



CHINA and her troubles have somewhat lost interest this week. The contest of the powers over the partition of the empire is gradually cooling down. Possibly this is because the nations of Europe are watching with eager interest the war between the United States and Spain.

England has sixteen war-ships at Chefo (chē-fō'),



which will probably be transferred to Wei-Hai-Wei, where ten Japanese vessels have been stationed.

Japan does not seem to be quite satisfied with the turn affairs have taken. She has applied to the Chinese Government for the concession of some port, so as to balance those that Russia, Germany, France, and Great Britain have acquired.

Whether or not China will be willing to give up any more territory remains to be seen.

A letter received from a correspondent travelling round the world gives an interesting description of several Chinese cities. It is as follows:

"Hong-Kong harbor, as far as scenery is concerned, is as beautiful as any I have entered. The picturesque islands, surrounded by 'junks,' with Hong-Kong in the background rising in terraces, form a most perfect picture.

"There is nothing Chinese about Hong-Kong. It is rather an English city with Chinese touches here and there in the way of natives, coloring, and signs; otherwise it is quite European.

"Canton is quite different. There you get the pure, unadulterated Chinese smell in all its strength. It is without exception the vilest place on the face of the globe.

"No street is more than five feet wide, dark, dirty, crowded with scowling faces. But they have only 'sand' enough to make hideous faces at you and call you 'foreign devil' when you turn the corner.

"There were seven in our party, so we formed quite a procession winding in and out of those dark alleys. We had three Chinamen carrying us in chairs."

**E**ARLY in the week the *Indiana*, the *Iowa*, and the *Puritan* arrived in Key West from Cuba. It is reported that they took on board an extra allowance of coal, filling their coal bunkers, and also took as much as they could conveniently stow away on their decks. They are now reported to be in the neighborhood of Porto Rico, and news of an engagement with the Spanish fleet from Cape Verde is looked for hourly.

The Spaniards are likely to experience an unwelcome surprise, as they are not aware of the force awaiting them. Then, too, they will have had no opportunity to recoal or make preparations after their long voyage across the Atlantic; nevertheless, they mean business, and our men will have no light task to overcome them.

Our sailors have on every occasion proved their superiority, and the constant drill at the guns is bearing good fruit. In the minor engagements off the coast of Cuba every shot told, and it is not likely that in a fight with the Spanish fleet there will be less accurate marksmanship, nor will they run away from *any* force that Spain may send against them.

Spain's troubles are multiplying. There are riots in many places, and news also comes of trouble in the Cortes, Carlists and Republicans insulting the ministers. The Government is blamed for the disaster in the Philippines, as it is openly charged that proper steps for the defence of the harbor were not taken, the forts were not properly equipped, and that the Spanish fleet was most inefficient.

These charges are apparently well founded, for

Commodore Dewey could never have slipped into that harbor without suffering serious loss if a proper watch had been kept and suitable mines laid.

Manila Bay is said to have an entrance through which the water runs with too great force to be successfully guarded by torpedoes, but no precaution seems to have been taken to have the entrance guarded by a patrol, so that the fleet might not be taken unawares. Then, too, the management there was so lax that our consul, Mr. O. F. Williams, was able to take accurate notes of the harbor defences and convey this information to Commodore Dewey.

It is true that Mr. Williams narrowly escaped arrest, for it was suspected that he was using his time to advantage; but he did escape, and succeeded in joining the fleet at Hong-Kong before it sailed, and was on the flagship when it entered Manila Bay, so that Admiral Dewey had in him a well-informed guide and knew just what to expect from both forts and fleet.

The first report from Manila since that of May 1st arrived in Washington early in the morning of May 7th, and was immediately translated and made public. The report was sent by the despatch-boat *McCulloch* to Hong-Kong and cabled from there. It was brief, but to the point. The Spanish fleet was reported annihilated, the fortress at Cavite taken, and fortifications at entrance of the bay destroyed. Our loss of men, *none*; of ships, *none*. Spanish loss, four hundred and fifty men killed and as many wounded. It was also reported that the city of Manila was at the mercy of our fleet.

Later reports, published on Monday, May 9th,

gave additional particulars. These reports are from "special correspondents," and we must not accept them as final or necessarily authentic. The battle is described in these reports as follows:

The fleet approached Manila Bay Saturday; and, after having examined Subig Bay, about thirty miles from Manila Bay, to assure himself that the Spanish fleet had not removed to that position, Admiral Dewey brought his fleet to the entrance of Manila Bay, reaching there about midnight.

It was a bright, moonlit night, and therefore impossible to slip past the fortifications on Corregidor Island, in the entrance to the harbor; but the few guns fired from these forts were soon silenced, and the fleet, in line of battle, with lights out and the men at their posts and eager for the attack, steamed slowly toward the city of Manila. The ships entered in the following order: The *Olympia* (Admiral Dewey's flagship) leading, then the *Baltimore*, the *Raleigh*, the *Petrel*, the *Concord*, and the *Boston* in the order named, the *McCulloch* and two transports following in the rear. When off Cavite the guns of that fortress opened fire and the Spanish fleet joined in. The *Olympia* was the first of our vessels to respond, and this she did with terrific effect, the shot from her 8-inch guns sweeping the decks of the enemy and crashing through the sides of their vessels. The Spaniards seem to have been totally unprepared, not even having steam up, and our vessels swept by, delivering their fire from every gun that could be brought to bear; then they turned and back again they swept, the gunners on the opposite side of the ships taking their turn. Then they continued wheel-

ing to and fro until they had passed across the enemy's fleet five times. It was then about eight o'clock, and the fleet was ordered to retire in order that the men might obtain breakfast and a much-needed rest, for the strain had been tremendous.

One shot only had done any material damage to our fleet. This passed through one of the ports of the *Baltimore* and exploded, wounding slightly six men—the only ones injured in the entire engagement.

At about eleven the fleet returned to the encounter. At this time most of the Spanish vessels were burning or sinking, and this part of the engagement was of short duration, the forts were soon silenced, and the victory complete.

Our loss was trifling—no lives lost and damage to the ships amounting to perhaps five or ten thousand dollars. The Spanish loss has not been accurately stated as yet, but it is estimated that the loss in men, killed and wounded, was upward of one thousand; the fleet was entirely destroyed, and the fortress of Cavite reduced.

Manila now lies completely at the mercy of our fleet, the harbor is blockaded, and the Philippine Islands are practically in the possession of the United States.

## A BRIEF HISTORY OF CUBA.

## PART II.

**T**HE history of Cuba since the beginning of this century is a record of attempts to throw off the Spanish yoke and gain freedom.

Insurrections occurred in 1823, 1829, 1835, and 1844, which, although small in a way and comparatively easily put down, should have served as warnings to Spain.

In 1850 occurred what is known as the Lopez Affair. Lopez was a native of Venezuela who entered the Spanish army and rose finally to be a major-general. He married a wealthy Cuban and became a sympathizer with the Cuban party which sought to free the island. This was found out, and Lopez fled to the United States.

In 1850 he organized an expedition containing 300 men, and sailed from New Orleans to join a force which, his correspondents told him, was being raised in Cuba, and which he believed to be strong enough, with the men he brought, to strike a decisive blow for the cause he was interested in.

With him, and second in command, was W. S. Crittenden, an American, a graduate of the West Point Military Academy, who, although only twenty-eight years old, had made a very good record in the Mexican War.

The object of the expedition was well known, and the Spaniards soon heard of it, and laid plans to overcome it. Lopez landed and marched inland,

leaving Crittenden with the vessel. The force that was said to be ready in Cuba turned out to be very small, and the degree of enthusiasm nothing like what Lopez had expected; he was easily taken by the Spaniards, and sent to Havana. Crittenden made an attempt to escape with his party, but was captured and was shot with 50 of his men. An incident of his execution shows his bravery and what sort of man he was. The Spanish method of military execution is to make the condemned men kneel with their backs to the firing party. Crittenden refused to kneel, saying he would "kneel to no man," and faced the party that shot him.

Lopez was garroted (strangled with a cord) in Havana; 49 of his men were killed, and 106 sent to Spain, where for seven months they worked as prisoners in chains.

In 1868 the "Ten-Years' War" started, and it lasted until 1878. This is the war we often hear referred to, and it is an interesting thing to note that the two most prominent figures in it were General Gomez and Captain-General Campos. Campos was the first man sent by Spain to suppress the present war, and Gomez has been the commander-in-chief of the rebellious Cubans since the start.

An incident of this Ten-Years' War which came near causing a war between the United States and Spain was the trouble over the *Virginus*.

The *Virginus* was a side-wheel steamer flying the United States flag which was fitted out at Port-au-Prince, Hayti. October 7, 1873, she took on at that port a large cargo of rifles, sabres, and other war material, and sailed for Cuba to supply the insur-

gents. She was captured by the Spanish gunboat *Tornado* before she could make a landing; and although every effort was made to dispose of all evidences of her mission, the arms and supplies being thrown overboard when the chase began, there was no difficulty in proving what her mission was, and her commander, Captain Fry, and 52 others were shot. The remainder of the crew were also condemned to be executed, but Captain Lorraine, who was in command of an English war-vessel, the *Niobe*, lying at Jamaica, started for Cuba as soon as he heard what was being done, and arrived in time to stop the execution of any more of the men, threatening to bombard the place if the "massacre," as he called it, was not stopped.

This affair created great feeling, and there was much talk in this country of war with Spain. General Grant was then President of the United States, Castelar was President of Spain (then a republic), and General Sickles, the well-known war veteran, was our minister at Madrid. After considerable delay the vessel and the surviving men were turned over to the United States and an indemnity was paid.

The Ten-Years' War was brought to a close by an agreement between the Cubans and Spaniards which promised the islanders a reformation of the abuses that they complained of, representation in the Spanish Cortes, and many other points in their favor. It is claimed by the Cubans that these promises were never honestly redeemed, that a show was made of doing as agreed, but that really many of the abuses continued, and for those done away with others were substituted.



The Lopez and *Virginus* incidents to which we have referred show the Spanish brutality—the desire to kill every one who goes against them. It is true that in warfare death is the penalty for certain acts which these men committed, yet no other nation would have gone into a wholesale slaughter of every one concerned in them.

The failure of Spain to live up to the conditions of the agreement made at the close of the 'Ten-Years' War is the ground given by the Cuban insurgents for the present war. That this war is much more important than any that has preceded it in Cuba is shown by the fact that only three of the six provinces were entered by the insurgent force in the 'Ten-Years' War, and in this, all six have had uprisings, and there are three times as many men engaged on the Cuban side.

It is not to be supposed that the Cuban war was gone into hastily. It was only undertaken after all peace methods for redress of wrongs had been exhausted. And, as stated before in this history, the treatment of Cuba by Spain is the crowning act of a national career of *incompetence*.

# The Great Round World

## And What Is Going On In It

Vol. II., No. 20.

MAY 19, 1898

Whole No. 80

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**With  
the  
Editor**

WE are much indebted to Miss Marshall for her kindness in sending us the composition printed in this number, but we regret that we are not permitted to publish the writer's name.

Gilbert H., East 90th Street, New York city, asks: "What can I do for the soldiers and sailors?" It is possible to contribute a great deal to the comfort of both soldiers and sailors by

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sending late copies of the illustrated magazines. Packages may be forwarded direct, marked "for general distribution." Reading matter is always welcome, and our boys and girls can do much in this way to brighten the lives of the men at the front.



## Letters

EDITOR OF THE GREAT ROUND WORLD:

(1) Which was the larger ship—the *Nashville* or the *Buena Ventura*? (2) What is the value of the latter? (3) What is done with the Spanish crews of vessels captured? (4) What is the news of the Dreyfus case?

By answering the above questions you will greatly oblige  
"ONE OF THE BOYS."

CHARLESTON, May 9, 1898.

(1) The *Buena Ventura*. (2) About \$150,000. (3) If they are non-combatants they are ultimately released. (4) The Dreyfus case has not been reopened.

EDITOR OF THE GREAT ROUND WORLD.

You will, I am sure, be interested to see by the enclosed letter how much interest is taken in THE GREAT ROUND WORLD. This letter was written as a composition by ———, one of my pupils, who is eleven years old. If you publish it, please omit the name.

ANNA MARSHALL.

312 MADISON AVENUE, NEW YORK.

MY DEAR RACHEL:

I suppose you have been too busy with the Eastern Question to take any notice of our affairs.

We are living in a very exciting time! The situation here is growing more and more precarious.

Since the day war was declared part of our North Atlantic squadron has been blockading the northern portion of Cuba, while some of the larger vessels are lying around Havana and Matanzas, waiting for the Spanish fleet (now at the Cape Verde Islands) to arrive, in order to see where they will strike. Much excitement is felt, and many think that our ships ought to begin to bombard the chief seaports of Cuba immediately. But if they begin an attack their attention would be centred in it, and they could not watch the movements of the enemy. They hope to prevent food supplies from entering the island, and thus starve the inhabitants into submission. How much greater a victory it would be if we could obtain the freedom of the island without blood-shed! This, I fear, will not come to pass, as the Spaniards are dogged fighters and are resolved to fight to the end.

The Government is hesitating to land the army, on account of the rainy season that makes the country so unhealthy, and also because of the yellow fever which is at present raging in the unhappy island.

The militia, nevertheless, has been called upon, and is rapidly assembling all over the country. Some regiments have already arrived at Key West, and companies of men who have had yellow fever are quickly forming. It is believed that they will commence the invasion of Cuba next week. The plan of campaign is as follows:

The troops will try to penetrate the interior of the island, and there establish a station from which they can supply the insurgents with arms, ammunition, and food, so that the Cubans themselves can keep on with their struggle. It is rumored that our troops will join the Cubans, and together they will co-operate with the fleet in taking Havana.

Havana, the capital and largest city of Cuba, is practically the keynote to the whole situation. If it were once in the possession of the Americans, it is extremely doubtful if the Spanish could make any stand against the united forces of Cuba and the United States.

While we have been awaiting the arrival of the Spanish squadron, Commodore Dewey has had a great victory in the Philippines. He has defeated the enemy's fleet stationed in the harbor of Manila, and has even demanded the surrender of the town. With this city in our possession, we could strike a decisive blow at Spain which might be the means of terminating the war. We know nothing certain about the battle except that we won it, for the Spaniards own the only cable direct from Manila, and all our news must be sent from Hong-Kong.

This country is divided in two parties—for war, and for peace at any price. But nearly everybody is for Cuban independence. As the war is upon us, all we can hope for is that it will come to a speedy and victorious end—an end by which Cuban independence will become an established fact.

Spain is growing daily feebler, for the country is on the very edge of civil war, which in her present position would put an end to all her hopes of keeping Cuba. For years past the Spanish warfare has been cruel, but now it has degenerated into butchery. And, again, if a nation is not open and honest in her dealings, then it has but small chance of being the victor.

Hoping that before I write again we shall be at peace  
"with all men,"

I am ever your loving

JANET.

# Current History



THE formidable Spanish fleet which left the Cape Verde Islands some time ago, and which it was thought was coming to Porto Rico, was reported, early in the week, to be in the harbor at Cadiz.

It was reported Friday that this fleet was coaling at St. Pierre, in Martinique, one of the Windward Islands, belonging to France.

Captain Sampson is keeping a sharp lookout for the ships of the enemy off Porto Rico, and his scouting boats have cruised many hundreds of miles out in the ocean in quest of the Spanish war-vessels.

The *Harvard* and *Yale*, the former American Line vessels *New York* and *Paris*, have been engaged in this service. They are well adapted to it, for not only are they very swift, but their coal capacity is so great that it is said they can steam for ninety days without refilling their coal bunkers.

With the Spanish fleet at Martinique, anxiety is felt for the *Oregon*, *Marietta*, and *Nictheroy*. These three ships are now well on their way north, and they will soon be with the North Atlantic squadron.

At one time it was thought that an army of 50,000 men would be sent to Cuba, but the Secretary of War has decided that this number would not be sufficient.

It is proposed now to transport 65,000 soldiers to

Authority for pronunciation of proper names: Century Dictionary.

the island, and in order to carry out this plan many more regiments have been ordered to Tampa.

Two regiments from Camp Black, it is reported,

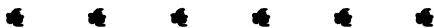


REAR-ADMIRAL W. T. SAMPSON, U. S. N.

*From Leslie's Weekly.*

will be sent South immediately, and when the men at Hempstead heard this there was much excitement. There was some rivalry as to which regiments should

have the honor of going. The first two which were mustered into the service of the United States will, it is thought, be chosen, and the men of the 71st and 14th are therefore happy at the thought of soon seeing active service.



ON May 2d, the day after Admiral Dewey's squadron had destroyed the Spanish fleet of eleven ships, two American officers were ordered ashore to take possession of the Cavite arsenal.

A white flag had been hoisted on the arsenal the day before, and naturally it was supposed that the Spaniards had stopped fighting. The Americans were much surprised on landing to find 800 armed sailors in the building.

Captain Sostoa, who was in command of the Spaniards, Admiral Montijo having been wounded, said that the white flag was put up so that the women and children could be removed safely.

A rule of war of civilized nations is never to fire on the white flag.

Commander Lamberton, of the *Olympia*, who was in charge of the shore party from the United States vessels, demanded the surrender of all the Spaniards in the arsenal.

Captain Sostoa said he did not have the authority to surrender, and he must consult his superior officers.

However, Commander Lamberton was firm, and terms of surrender were written out and handed to the Spaniard. Two hours was given for thinking over the terms, and if the white flag was not rehoisted at



the end of that time the American vessels were to open fire.

The terms of surrender were:

"Without further delay all Spanish officers and men must be withdrawn, and no buildings or stores must be injured. As Commodore Dewey does not wish further hostility with the Spanish naval forces, the Spanish officers will be paroled, and the forces at the Arsenal will deliver all their small arms."

The white flag went up on time, but when the Americans went for the second time to take possession it was found that all the seaman had marched off to Manila, carrying their rifles with them.

When the natives learned that Cavite had been taken, they began to loot houses, and became so fierce finally that they attacked the hospital in Manila where the wounded Spaniards had been placed.

Admiral Dewey immediately sent a guard of American seamen to protect the hospital.

It is said that the guns on the burning Spanish war-vessels had been loaded before the ships were abandoned. Luckily our men found this out, and the charges were drawn before the fire reached them and they could do any harm.

The heat during the battle on May 1st was reported as being very great.

The men suffered a great deal from it, but the excitement of the fight kept them up, and none was prostrated.

We have spoken of former Commodore Dewey as Admiral.

Congress authorized an increase of one of the number of Rear-Admirals in the United States navy.

There are now seven Rear-Admirals instead of six, and Commodore Dewey, for his skill and bravery at Manila, was included among the seven Rear-Admirals. The increase was made solely on his account, for it was felt that he should be rewarded handsomely for his conduct.



ON Thursday evening, May 5th, the French steamer *Lafayette* attempted to run the blockade and enter the harbor of Havana.

The United States gunboat *Annapolis*, Commander Hunker, halted the *Lafayette* and sent an officer on board to warn the French vessel not to enter the port.

After this duty was performed the *Annapolis* fell back, when, to Commander Hunker's surprise, the French steamer with a loud whistle started at full speed for Havana.

The gunboat of course pursued, and a solid shot was sent across the bows of the fleeing boat. This brought her to, and a prize crew was put on board, and, guarded by the *Wilmington*, which also took part in the capture, the *Lafayette* was brought to Key West.

The President, in his proclamation of April 22d, said:

"Any neutral vessel approaching any of the blockaded ports, or attempting to leave the same without notice or knowledge of the establishment of such blockade, will be duly warned by the commander of the blockading forces, who will indorse, or have registered, the dates of such warning and where such warning was made; and if the same vessel shall again

attempt to enter any blockading point, she will be captured and sent to the nearest convenient port for such proceedings against her and her cargo as may be deemed advisable."

As the *Lafayette* left Corunna in Spain after the war had commenced, it appeared that she had made a



REAR-ADMIRAL MONTGOMERY SICARD, U. S. N.

*From Leslie's Weekly.*

deliberate attempt to run the blockade, and it was said also that there were supplies of provisions and other articles contraband of war on board.

The Prize Commissioners, however, at Key West

examined the French vessel and no articles contraband of war were found on board.

It seems that the company that owned the *Lafayette* had obtained a permit from the United States Government allowing the vessel to enter the port of Havana and land her mail, some passengers, the despatch-bag of the Consulate-General of France, and also to take some French passengers on board.

The blockading fleet was not informed of this permit through some oversight, and of course when the facts of the case were ascertained the vessel was released, and, under escort of an American war-ship, she proceeded to Havana.

It is said by those who are acquainted with international law that even though there was the previous understanding about the *Lafayette* entering Havana harbor, the captain of the ship forfeited the protection given by the French flag he carried in not heeding the orders of the American officers, and he therefore rendered his ship and cargo liable to seizure and condemnation. On the part of our Government it was an act of courtesy to permit the vessel to continue her voyage.



THE crew of the *Greenland*, a vessel belonging to the Newfoundland fishing fleet, had a terrible experience last month.

The boat was on a sealing expedition off the coast of Newfoundland, and, as is customary, parties of men were landed on the ice-floes to kill the seals.

Unfortunately a storm arose while the greater part of the crew was engaged in the killing. One party

succeeded in reaching the *Greenland* safely, but the others found themselves shut off from their ship by a channel of open water several miles wide. Beyond this was a great field of ice, through which the *Greenland* could not possibly pass.

The men had no way of crossing the water, and the vessel could not break through the ice to go to them. The condition of the castaways was most desperate. It was bitterly cold and the wind increased in fury. The men on board the *Greenland* had their hands full in trying to keep the boat above water, and none could be spared to man a small boat to send to the men on the ice. The plight of the latter was pitiable. The salt spray covered them and they were soon encased in ice. They had no shelter and were therefore exposed to the full fury of the storm.

Two nights passed, and forty-eight of the unfortunates died. The survivors barely managed to sustain life by building a fire of ropes and sealing spears, and on this they roasted a seal.

Finally the ice became broken up and the *Greenland* bore down on the castaways.

The rescuing party witnessed a most pathetic sight. The men who had lived through those two terrible days and nights were frostbitten and almost starved. Many had strayed off and were lost, the dead were lying on the ice, some were senseless and crippled, and a number died just as the rescuing party reached them.

For two days the sailors hunted for the missing men, but only a few were found.

It is said that the *Greenland* narrowly escaped shipwreck twice on her voyage home—once in a storm

and again in a dense fog—and there was great rejoicing among the sailors on entering the harbor after their disastrous voyage.



**D**ID you know that the farmers living in sight of the railroads on the Western plains have the weather indications signalled to them?

The fast trains speeding over the prairies fly the weather signal flags, which are set according to the latest despatches from the Weather Bureau in Washington.

Some one has suggested now that war news be conveyed to the Western farmers in the same manner, and several roads have said that they would adopt the plan.

The idea is to signal whether the victory is Spanish or American, and also if the fight was on land or sea.

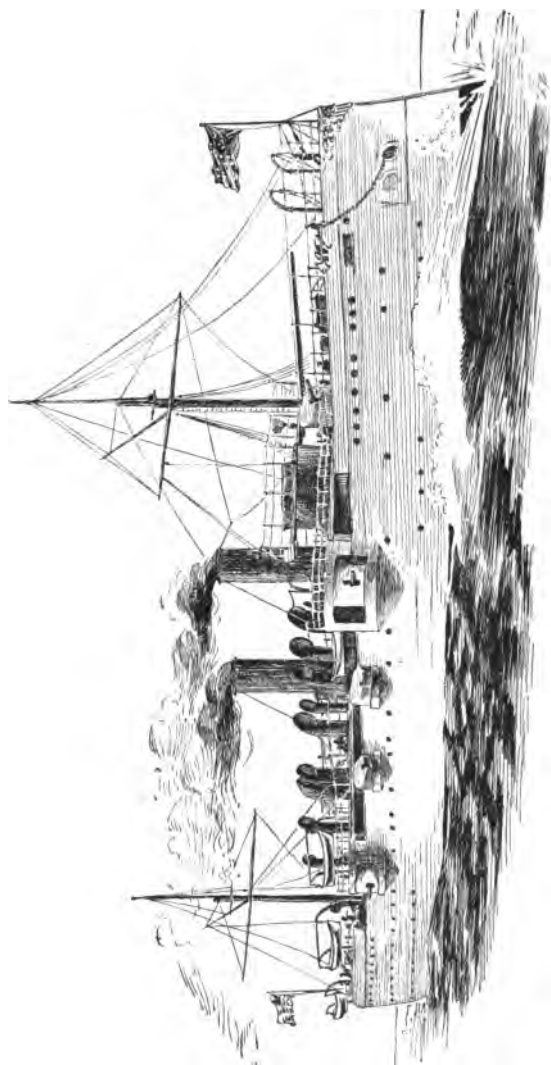
A United States flag flown on top of the cars means that the land forces of the United States have won a fight.

An American flag under a blue pennant will show there has been an American naval victory.

The Spanish flag will not be used to indicate a Spanish victory. Instead, a bunting made up of a number of bright colors will be used for a Spanish land victory. When there is a blue pennant above this the Spaniards will have won a fight on the water.

It is not expected that the bright-colored flag will be often used.

The idea is that a farmer living a number of miles



UNITED STATES CRUISER, "PHILADELPHIA."

from a station will be glad to get the war news without having to drive to town for it.

As this paper may reach some person who may be on the lookout for the signals, we would say that so far the Chicago, Rock Island, and Pacific, the Chicago, Burlington, and Quincy, the Chicago and Northwestern, the Illinois Central, and the Baltimore and Ohio railroads have said that they would carry out the plan.



**T**WO weeks ago we spoke of the voting rights of Indians. As the Indian question is a very interesting one, we want to tell you this week about a grievance certain tribes in South Dakota have against the United States Government.

In 1891 the Sisseton and Wahpeton Indians are reported to have ceded to the United States what was called the Sisseton Reservation. Each Indian, however, reserved for himself one hundred and sixty acres of land. Tribal relations were given up, and the Indians became tax-payers and voters. They are civilized, and the younger members have a fair education.

The Government sold the land which was ceded, and \$1,500,000, part of the amount received, is held in trust for the Indians. The annual interest on this at five per cent. is \$75,000, and, according to a law passed in 1887, this amount was to be expended for the "civilization and education" of the Indians.

In 1895, however, a bill was passed which said that this interest money was to be paid in cash every year.

Last year the Sissetons and Wahpetons had a very



poor crop, and as a result there was great suffering among them.

The Government last winter decided that \$25,000 should be taken from the capital \$1,500,000, and added to the yearly interest of \$75,000.

This made \$100,000, and this amount was due last March. Had the money been paid at that time, the Indians could have bought their seed wheat to plant this spring, and they could also have purchased other supplies.

The merchants who trade with the Indians of South Dakota believed that this amount of money would be paid, and therefore gave the red men credit for supplies, and the Indians prepared their fields for seed-planting.

The \$100,000 should have been paid on March 27th, it is said, but it did not arrive; and the Indian Commissioner reported that instead of money the Indians would receive cattle and seed wheat.

As the cattle are not wanted and the wheat will probably not arrive before June, when the planting season has passed, the Indians naturally protested.

The destitution is reported to be very great at present, for the merchants have refused any more credit.

A delegation of the Sissetons is now in Washington, and it is to be hoped that they will succeed in convincing our Government that there has been a serious breach of faith.



**A**N interesting letter, which tells of the boyhood of Admiral Dewey, has been written to one of the New York newspapers.

It was about 1852 that a Major Pangborn undertook to manage a district school in Montpelier, Vt.

The boys of the school had been in a state of rebellion for some time, and George Dewey, the present Admiral, was the leader.

When Major Pangborn arrived at the schoolhouse the first day of the session, he saw young Dewey throwing stones at some smaller boys. The new teacher told him to stop. The reply was neither polite nor elegant.

After the new teacher had finished his first day's work at the school, he realized that trouble was in store for him, so he procured a rawhide whip and several hickory sticks, which he hid in the school-room.

The next day one of the older boys was unruly, and Dewey, in defence of his schoolfellow, stepped up to Major Pangborn and said he "was going to give him the best licking he ever had."

The result of the matter was that the teacher, aided by his hickory sticks and rawhide, gained a most decisive victory.

George Dewey subsequently became one of the best scholars in the school, and left there to go to the Annapolis Naval Academy.

Dewey has frequently mentioned his early experience to Major Pangborn, and thanked him for that licking, for, as he said, he might otherwise have gone from bad to worse until he landed in States prison.

Since the incident in the little schoolhouse in Montpelier, he has not suffered another defeat.



**N**OW that the United States is likely to own the Philippine Islands for some little time at least, it is interesting to know a little of their history.

It was in 1521 that Magellan, sailing in the great seas beyond "far Cathay" (China), discovered the islands, which are very numerous and are said to number fourteen hundred.

They were named the Philippine Islands in 1567 in honor of Philip II. of Spain, and during three centuries of Spanish misrule and tyranny they have retained this name.

Philip II. ruled Spain from 1556 to 1597, and, although he was the central figure of European history during his reign, we remember him chiefly because he was a son of the great Charles V., married Queen Mary of England, and was the Spanish ruler who sent out the ill-fated "Spanish Armada" against the English. This, you may recollect, was the great fleet of vessels by means of which the Spaniards hoped to conquer England.

When Magellan discovered the Philippines, he called them the St. Lazarus Islands, but until the present name was given them the Spaniards called their new possessions the *Islas de Poniente*.

Their history up to 1823, when the first serious insurrection of the natives took place, contains little of interest. During this time fights with the native tribes and attacks by pirates occurred, and there were many volcanic eruptions and tornadoes. None of

these, however, had much effect on the history of the islands.

In 1762 the English captured Manila, but Spain paid \$5,000,000 and England restored the city to the Spaniards in 1764.

The first insurrection, that of 1823, was put down after much bloodshed, but the islanders have rebelled a number of times since, because the Spaniards have tried to compel the natives to give up their religious customs and have also taxed them outrageously, treating them much as they have the Cubans. The islands have been governed by Captain-Generals, who have abused their power and in consequence driven the natives into rebellion.

The population of the Philippines is very mixed, for thousands of Japanese and Chinese have settled there and married and intermarried with the natives, so that the people now are mainly mestizos or half-breeds. About nine thousand of the present population are Europeans.

Until 1842 no foreign vessels were allowed to trade in the Philippines, and only one ship a year was allowed to carry goods between Manila and Acapulco. Now the ports are open to the commerce of the world, but very heavy duties are imposed upon the imports carried in foreign ships.

The chief exports are tobacco, Manila hemp, sugarcane, coffee, and cocoa, and it is believed that these products can be distributed throughout the markets of the world in such manner as to make the Philippines a rich and profitable colony.

The largest and most important island of the group is Luzon, with an area of 41,000 square miles. It

contains the capital, Manila, about which we have heard so much lately. This city and the province of the same name, in 1877, had 260,000 inhabitants.

The climate is a tropical one, and there are said to be three seasons—the cold, the hot, and the wet. The first is from November to March, and is the most agreeable time of the year. No fire is needed, but the atmosphere is cool and bracing. This period is similar to our spring. The hot period lasts from March to June, and it is most oppressive. From June to November the wet season prevails, and there are during this time many heavy rains, or “collas,” as they are called. The water comes down in sheets, it is said, and the plains in the lower country are flooded.

It has been difficult to obtain the total of the population of the islands, but it is estimated to be about 11,000,000.

•   •   •   •   •   •

“**W**ARS and rumors of wars” seem to prevail throughout the world.

Despatches have been received from Rome to the effect that serious bread riots have occurred in Milan (mi-lan' or mil'än), Leghorn, and Florence.

Milan you will find in the northern part of Italy in Lombardy; Florence is the capital of Tuscany, and Leghorn capital of the small province of the same name on the Mediterranean coast, fifty miles west of Florence.

It is reported that in Milan thousands of workmen barricaded the streets with overturned horse-cars and furniture, and there were several encounters between

the military and the rioters. A number of the latter were killed by the troops, and martial law was declared in the city.

At Florence and Leghorn it is said the disturbances also assumed serious proportions, and the soldiers were called out to keep order. It is reported that a number of men were killed in these two places.

The high price of bread is thought to be the cause of the trouble, but politics have something to do with it, we may be sure.

Milan is the capital of the province by the same name. It is the third largest city in Italy, and contains a beautiful cathedral. This building was begun in the year 1387, and it is celebrated for its beauty throughout the world, tourists making a point of stopping at Milan to see it. The cathedral is 486 feet long, 252 feet wide, and the spire is 355 feet high.

The stained-glass windows are said to be the largest in the world, and the building itself is surpassed in size in Italy only by St. Peter's in Rome.



THE coal strike in South Wales continues. A meeting of employers and employees has been held to settle the rate of wages. This conference was at Cardiff (kär'dif), which, you will see, is at the mouth of the Severn (sev'érn) River where it empties into Bristol Channel.

It is reported that a few of the miners have gone back to work again at an advance of about ten per cent. on the old scale of wages, but the great majority of men are still out.

The factories throughout England and Scotland are feeling the effects of the strike, and the iron, steel, and tin-plate industries particularly are said to be suffering from a lack of coal.

One hundred thousand men are reported to be on strike, and they appear to be determined not to give in to their employers.

In glancing over the coal statistics of the world, we find that in 1896 the total quantity mined was about 650,000,000 tons. Of this the United States produced almost one-third, England contributed just a third, and Germany about one-fifth.



IT is beginning to look as if the Chinese problem, if not already solved, soon will be.

On May 7th the representatives of China in London paid over to the representatives of Japan £11,000,000 (\$55,000,000).

This is the balance of the war indemnity which China owed Japan, and now that it has been paid the latter country is to evacuate Wei-Hai-Wei and China will be rid of the vigorous Japanese for a time at least.

As we have told you, England will occupy Wei-Hai-Wei, and the port will be used as a British supply-station.

It is not known when England intends to take possession of the place, but it will probably be in the near future.

Now that Russia, Germany, France, and Great Britain have all obtained portions of the Chinese Empire, it is to be hoped that the "Chorus of the Pow-

ers" will cease, and the poor Chinamen be allowed to think of matters other than those relating to territory which must be given up to the "foreign devils."



**T**HE uprising of the natives in Sierra Leone on account of the hut tax is becoming a serious matter.

A detachment of one of the West Indian regiments detailed there is said to have lost fifty men in a fight



FREE TOWN, SIERRA LEONE.

with the negroes, and in one of the settlements five American missionaries have been murdered.

A number of other missionaries have fled to Freetown on the coast.

Bey Burie is the name of the leader of the rebellious natives, and he has killed a district native chief, who had been recognized as a local ruler by the British Commissioner.

M. Ballot, the French Governor of Dahomey (dä-hō'mi), was in Paris recently.



He has a plan to keep the English from gaining possession of the disputed territory near the Niger River.

M. Ballot's idea is to establish three roads, all starting at Carnotville (kär-nō'vêl), in Dahomey. One road will extend to Wagaduga, another to Say, and the third to Bussa (bö'ssä).

It is proposed to establish military posts on these three roads, in order to insure possession, as the French say that treaties are worthless.

If you look on your Atlas, you will see that the territory the French intend to seize extends northward in the shape of a fan, and it is said that this will prevent the English from developing their coast colonies.



### LATEST NEWS.

ON Wednesday afternoon, May 12th, there was a fierce engagement between the Spaniards and our men at Cardenas (Cär'dä-näs). The torpedo-boat *Winslow* suffered severely in the fight. Five of her men were killed and five wounded, but the two vessels which accompanied her, the revenue-cutter *Hudson*, Lieut. F. H. Newcomb, and the gunboat *Wilmington*, Commander Todd, escaped without the loss or injury of a man.

The American vessels were trying to engage three Spanish gunboats which had run into the harbor of Cardenas.

Lieutenant Bernadou, of the *Winslow*, was ordered by Commander Todd to run close to one of the enemy's gunboats and capture or destroy her. The

*Hudson* and *Wilmington* stood by with their big guns loaded, prepared to protect the *Winslow*.

The little vessel had steamed to within about two thousand yards of the Spaniard, when a masked battery on shore began shelling the torpedo-boat.

These masked batteries are usually placed where one would least expect to find them, and when smokeless powder is used it is quite difficult to locate them with sufficient accuracy to return their fire effectively.

The Spanish gunboat ran into the harbor beyond the battery and thus lured the *Winslow* within range of the concealed gunners. The larger vessels could not run in so freely, as they need a much greater depth of water than the *Winslow*.

Soon after the Spanish battery opened fire a shell struck the *Winslow* and wrecked the steering gear, injured the boilers, and left her helpless.

When Lieutenant Newcomb, of the *Hudson*, saw the predicament of the *Winslow* he hurried to her assistance. At the same time the *Wilmington* turned her guns upon the battery and the Spanish gunboats and began raining shells upon them.

When the *Hudson* was near enough to the *Winslow* to throw a line, Ensign Bagley on the *Winslow* called to Lieutenant Newcomb to hurry, as the fire was "altogether too hot for comfort"; then just as the line was being fastened a shell burst, killing Bagley and four men.

Crippled as she was, the *Winslow* had kept pounding away with her small guns, and it is safe to say that the Spanish did not escape without considerable loss.

It was some time before the *Hudson* could draw

the *Winslow* out of range of the Spanish guns. She was finally towed out of the harbor, the dead and wounded transferred to the *Wilmington* and brought to Key West.

The death of Ensign Bagley is a very sad affair. He was a brave young officer and but recently graduated from the Naval Academy.

Lieutenant Bernadou was severely wounded, but it is hoped soon will be well enough for duty.

The shells from the *Wilmington* set fire to the town of Cardenas, much of which was destroyed.

On May 14th the first accounts of the engagement at Cienfuegos, on the south coast of Cuba, were received.

Early on the morning of Wednesday last four steam launches were sent to cut the cables connecting Cienfuegos with Santiago. As the officers knew that the expedition was an exceedingly dangerous one, volunteers were called for. The brave seamen all wanted to go, and while at work the masked batteries on shore poured a storm of bullets upon the boats, but our brave fellows never flinched. The work was kept up steadily, although one by one they dropped wounded into the bottom of their boats. The poor fellows who were wounded sank down silently, making no demand upon their companions that might interfere with the work.

Our vessels, the *Nashville*, *Marblehead*, and *Win-dom*, kept up a brisk shelling of the bushes in the hope of silencing these batteries, the exact location of which could not be ascertained, as they were using smokeless powder and only an occasional flash could be seen.

Before the batteries were silenced two officers and several of our men were wounded, and one killed—Private Reagan, of the *Marblehead*; several of the wounded have since died. The cables were cut, however, and General Blanco's means of communication with Spain are impaired.

The expedition which left Tampa, Fla., on the 10th with two companies of the First Infantry and a large supply of arms and ammunition intended for the insurgents, returned to Key West on Sunday, the 15th, having failed to effect a landing. It remained off the Cuban coast Thursday and Friday and made several attempts to land the cargo, first near Cabanas, but the presence of Spanish troops made the attempt fruitless; so the expedition steamed eastward to Matanzas and ran in to within two miles of shore at Point Maya, where it had been planned to meet the insurgents, but here again it was met by a rattling discharge of musketry and had to give up.

The 71st Regiment, New York Volunteers, which left New York late Saturday, reached Florida Monday evening. They will camp temporarily near Tampa.

The first of the troops for Manila sail on the *City of Peking* from San Francisco; they expect to start on Monday the 16th.

Little news of importance has been received from Admiral Dewey. He has cabled that he is maintaining a strict blockade, and that the Spanish governor will be obliged to surrender soon, as the rebels on the land side and our ships in the harbor have cut off all supplies, and food is exceedingly scarce.

May 12th the Spanish gunboat *Callao*, unaware of the capture of the Spanish fleet, sailed into Manila

harbor and fell into the clutches of our men of war. Her crew was paroled and a crew from our ships placed on board, and now she is one of the United States fleet.

The *Harvard* is reported in the harbor of St. Pierre, Martinique, and much anxiety is felt for her safety, as without doubt the Spanish fleet will endeavor to capture her.

The Spaniards have been very clever in misleading us as to the movements of the fleet from Cape Verde; you will remember that by sending false despatches they succeeded in making us believe that they had reached Spain, whereas all of the time they were crossing the Atlantic as rapidly as possible, with the evident intention of striking some blow either on our coast or in the West Indies.

The cable at Porto Rico is reported to have been cut. This will cut Spain off from that point and prevent news from being given of the movements of our fleet; and our Government is using every precaution to prevent the public in this country from knowing the whereabouts of our vessels, in order that our enemies may not get information. The reporters at Key West try by every possible device to get despatches through, but all messages are carefully read by the Government censor and withheld if they contain information which it is thought best not to make public. News is expected daily of an engagement between the Spanish and American fleets.

## SHORT HISTORY OF CUBA.

**T**HE present warfare in Cuba may be said to have begun on February 24, 1895. At that time the Cuban flag was first raised by José Martí, and he is called the "Father of the Revolution." On the 28th of February martial law was declared in the provinces of Matanzas and Santiago de Cuba. The Spanish authorities there thought at that time that the war could be quickly put down, and so notified their home Government. On the 31st of March Antonio Maceo landed with his brother and a number of others who were to fight for the cause, and Antonio became the chief of what was called the Invading Army. He appears to have been a man of great power and ability as a general. He operated very widely and skilfully, and his raids and successful attacks upon the Spaniards have been among the brightest manœuvres of the war. Maximo Gomez, who had been a general in the "Ten Years' War," was made General-in-Chief of the new army on April 14, 1895, and in the mean while the Spanish home Government, having found that the uprising was not so small a matter as they had thought, decided to send their most able general to Cuba to suppress it.

On the 16th of April this man, Martínez Campos, became Captain-General of Cuba. General Campos had had considerable experience and was considered a very able general. When he had looked into the situation he resolved to concentrate his men (of whom he had brought many with him to add to the already large army in Cuba), in the hope that he could en-

tirely crush out the rebellion by one strong blow. With this in view he so handled his forces as to lead up to the battle of Bayamo. The strength shown by the insurgents in this battle was such that Spain and its Captain-General obtained a new view of the real condition of Cuba, of the actual strength of the insurgents, and their bravery. Despite the fact that Campos' army far outnumbered the insurgents against whom he was operating, he could by no means defeat them. The Spanish lost severely in this battle, and, while the insurgents also suffered heavy losses, they succeeded in retiring without the least element of rout. This battle might be called the crisis in the Cuban situation, changing the status of the uprising from an insurrection to a war, as it forced Spain to recognize that the insurgents had a well-organized army.

Some time before this battle the insurgents had formed a temporary government, with the Marquis de Santa Lucia as President and Bartolome Masso as Vice-President. The Marquis De Santa Lucia had been President of the Republic which was established during the "Ten Years' War." Gomez was declared chief of the "Liberating" army, and Maceo chief of the "Invading" army. Marti was killed while accompanying an expedition, with the intention of sailing from Cuba to the United States to help the growth of the movement there.

The history of the war since these beginnings is a history of small battles and what we would call skirmishes, the whole tactics of the insurgents being planned to evade general battles and only to harass the Spanish, by carrying on what might be called a guerilla warfare. For over two years this war has

dragged on, and, as evidence that it must have been skilfully handled on the part of the Cubans, we have the fact that Spain has sent her best generals and thousands upon thousands of troops to Cuba. While with characteristic Spanish stupidity these generals have reported that certain provinces were "pacified," the Revolution has grown, and despite the cruelties of Weyler, who succeeded Campos as Captain-General, the Cuban cause has grown stronger and stronger.

It is generally believed that Campos, who was a man and a soldier, was withdrawn from Cuba because he would not wage inhuman warfare against men, women, and children alike. Weyler had a reputation which had led to his being called the "Butcher," and this reputation he amply sustained while in Cuba. We have all read the stories of his cruelties, and been surprised; every time that one reads them the blood boils, and it seems to us remarkable that the United States could have allowed the slaughtering of the Cubans. In what is known as the Cabanas fortress, it was customary for months to execute captured insurgents every day. Spanish troops killed the Cuban wounded and sick in hospitals; under Weyler's orders all persons were directed to concentrate in the cities, under penalty of being considered enemies to Spain if they remained in their country homes. The result of this was starvation, as the Spanish Government made practically no attempt to feed these "reconcentrados." Weyler was succeeded by Blanco—a man who may be said to be personally an inoffensive old gentleman, but, representing as he does the Spanish policy of cruelty and extermination, can hardly be considered "pleasant" by the Cubans. Since Blanco has been in Cuba there



has been but little real fighting, but all that there has been appears to have been in favor of the insurgents.

The attempt, on the part of the officials, to deceive the Spanish people, by the giving out of false news, appears to be the custom. In cases where Spanish and Cuban soldiers have fought, reports have always been sent to Spain of a great Spanish victory. When this has been sifted down by impartial judges, it has often proved to be but a skirmish between the soldiers, and in many cases "a great victory for Spain," as their reports stated, has been a case where the insurgents really had the best of it.

There has been talk of recognizing the belligerency of the Cubans, or the independence of Cuba, and of many other courses, but there has been no real action taken until recently. Various incidents—the destruction of the *Maine*, the insolent letter of the Minister of Spain, the reports of many prominent persons who have visited Cuba—have opened the eyes of our people to the necessity of interference in Cuba. The people of the United States are satisfied that the destruction of the *Maine*, coupled with the other conditions, are cause for war with Spain. No one can tell what this will mean for Spain; *certainly* the loss of all of her holdings in the Western Hemisphere, *already* the loss of the Philippine Islands, and no one can tell how much more of territory, or how much more through internal revolution.

# The Great Round World

## And What Is Going On In It

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### With the Editor

THE many requests for complete texts of our national songs led to our recent publication of a cheap and popular edition of these songs. Information as to their origin and history has been sought, especially by schools; and as this information could not be readily obtained by the public, we publish a short historical sketch of them in this number.

We have endeavored to supply, from time to time,

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in our pages historical sketches; it is singular that much of this kind of information is unfamiliar, simply because it is taken for granted that it is well known. It is safe to say that not one person in fifty is able to repeat the words of "Yankee Doodle," and that not one in ten has ever even read the complete text of the song. With all of the talk about Spain, how many people have ever read a history of Spain? Yet it should be well known, especially at this time.

A correct appreciation of current history necessitates a knowledge of the history of nations who are influencing history. We ask ourselves, Why should France sympathize with Spain? Why should not the Dutch side with us? and unless we are readers of history we ask in vain.

In this connection, we note with interest the paragraph from a recent issue of one of the New York papers, which we print below:

"There is one boy in town who is reading the war news from an entirely original motive. 'It isn't that I'm not interested in it just like everybody else,' he says; 'but I'm not doing it from interest alone. It's to save trouble. In a few years, you know, all these happenings will be history, and I'll have to learn about them from a stupid old book. Well, I'm learning now, instead, and out of the newspapers and magazines. Then when it gets to be history and the teacher will tell me to study it, I'll know it all, and without studying, too. It's lots of fun. Only wish I could learn all history the same way.'"

It was for the purpose of making just such reading possible that THE GREAT ROUND WORLD was started. Its almost phenomenal success has been due to the

fact that not boys and girls alone, but also busy men and women, have welcomed a publication which gives the history of the day in a form which can be read and digested quickly. That it has spread far and wide is evidenced by our mail, which now comes from all parts of the world. During the past week subscriptions have come from Mexico, Malta, and Japan, and copies are going each week to China, India, South Africa, Australia, and all parts of Europe.

The appreciation with which **THE GREAT ROUND WORLD** is receiving abroad is shown by the number of foreign books, maps, etc., sent us for review, and also by the advertising space that is being taken in our columns by foreign publishers, who are exceedingly conservative about spending money.

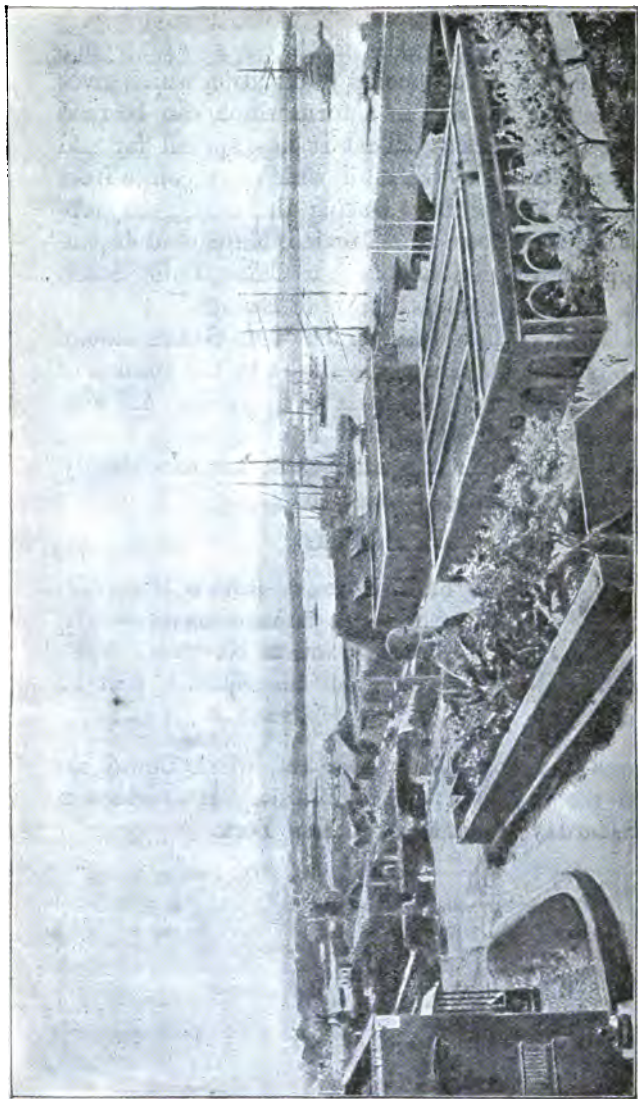


## **Letters**      EDITOR OF THE GREAT ROUND WORLD.

Please inform me through the columns of your paper what time of day it was in New York when Rear-Admiral Dewey attacked the Spanish fleet in Manila.

CYRUS F. WICKER.

It was 5 A.M., Sunday, May 1st, when Dewey attacked the Spanish fleet in Manila. It was then 2 P.M. Saturday, April 30th, in New York.



SAN JUAN, AND HARBOR OF PORTO RICO.

# Current History



**I**N No. 80 of **THE GREAT ROUND WORLD** we mentioned the capture of Manila by the English in 1762.

Transportation and communication were very slow in those days, for there were no steam vessels, and the telegraph had not been invented.

It is said that one of the chief causes of the English success was that the Spaniards in Manila had not heard that war had broken out between their country and England.

In 1762 Spain had been foolish enough to side with France in the war which we know by the name of the French and Indian War. Europe was at that time undergoing the horrors of the Seven Years' War.

Spain's two principal colonial cities were Havana and Manila, so England decided to punish her by capturing these places.

Colonel William Draper, a well-known English soldier, had travelled in the far East, and found out that the Spaniards in Manila considered themselves absolutely safe from European attack. They did not think it possible, because of the distance, that any European nation could send a fleet to the Philippines, so the preparations for defence were not at all complete.

When Great Britain decided to send a squadron

Authority for pronunciation of proper names: Century Dictionary.

against Manila, Colonel Draper submitted a plan of attack which was approved by his Government.

He was given the rank of brigadier-general and sent to India, reaching Madras (ma-dras') in June, 1762. There was no Suez Canal then, and General Draper had to sail around the Cape of Good Hope to reach India from England.

Admiral Cornish was the English naval commander in the Indian Ocean, and he aided General Draper not a little.

General Draper raised 1,500 troops in Madras, and Admiral Cornish reinforced the little army, so that when the day of sailing arrived the entire force which could be used for land operations numbered about 2,500 men.

The admiral's fleet consisted of eleven war-ships, mounting 578 guns and carrying about 4,500 men.

On September 23, 1762, the expedition dropped anchor in Manila Bay, and none too soon, for four days later a Spanish ship was captured entering the harbor with news of the outbreak of hostilities.

Draper intended first, it is said, to attack Cavite; but when he saw how unprepared the Spaniards were, he decided first to capture Manila.

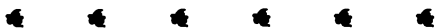
On the 24th he called on the Governor-General to surrender, but the Spaniard determined to fight.

That night the English effected a landing, and the next morning seized a fort outside Manila.

Manila was defended by a force of 10,000 Malays and 800 Spanish troops.

At daybreak on the 6th of October the city was stormed, and by nine o'clock the Governor had surrendered and the English were in possession.

Since March 31, 1764, when the English evacuated Manila, until that eventful May 1st of this year, when Admiral Dewey entered the harbor, Spain has ruled there unmolested by other nations.



**T**HERE has been a great display of flags throughout the country since the war started.

The demand for the national colors has been so great that the flag factories have not been able to fill their orders.

In New York city the stores and private houses, almost without exception, fly Old Glory. The hotels are also decorated with the colors, and the city has a very patriotic look.

It is said that during the Civil War flags were displayed even more freely than they are now, and a person from whose home in New York the American flag did not wave was almost judged a traitor.

It was on June 14, 1777, that Congress passed the following bill:

*“Resolved, That the flag of the United States be thirteen stripes, alternate red and white; and that the Union be thirteen stars, white in a blue field, representing a new constellation.”*

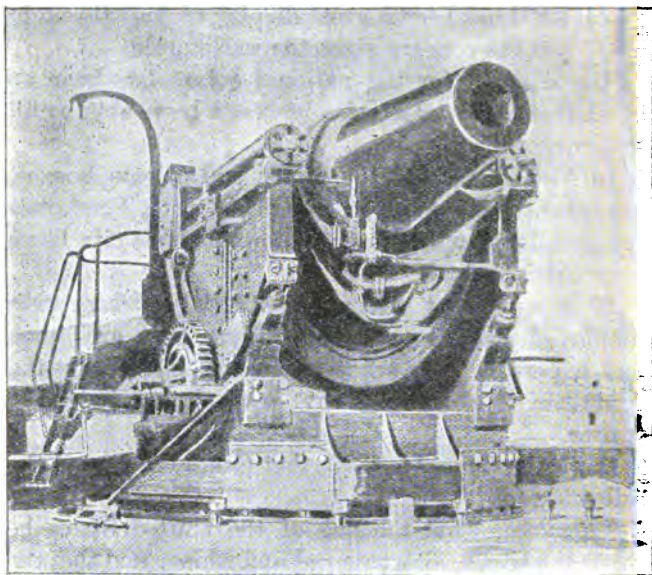
The Committee which decided on the flag was made up of George Washington, Robert Morris, and Colonel Ross.

The first flag made by order of the Committee had the thirteen stars in a circle, which meant that the thirteen States would hold together for all time, for a circle is the emblem of eternity.



It is said that a Mrs. John Ross, of Philadelphia, made the first flag, and it was she who suggested the five-pointed star.

At first the Government intended to add a star and a stripe for each new State. In 1818, however, when



TWELVE-INCH MORTAR USED AT SANDY HOOK.

we had twenty States in the Union, Congress passed a law to the effect that the national emblem should contain thirteen stripes and as many stars as there were States. When a new State was admitted to the Union, one star was to be added, but the stripes were to remain unchanged.

The first white stars on the field of blue were ar-

ranged in a circle, but when they increased no regular rule was followed, and they were frequently placed so as to form the letters U. S. Finally, the present system of rows of stars was adopted, and we very rarely see the old style.

It is said that no nation is flying so many flags as we are now. Wall Street in New York is one mass of color, and it is estimated that the city is flying eighty thousand flags.

After the national colors of which we have been speaking comes the Union Jack. This is the flag belonging to the navy, and is merely the "Union"—the blue field with the white stars as in the national flag.

The President has the first "ranking" flag of the United States, for he is commander-in-chief of the army and navy. This flag is five feet six inches long, and four feet four inches wide, and has the coat of arms of the United States on a blue field. Above the eagle is a curved row of thirteen stars.

After the President's flag come those of the Secretaries of the War and Navy. The one belonging to the Secretary of the War is like the President's, except that in place of the curved row of thirteen stars, there are four stars, one in each of the corners. The Secretary of the Navy has an anchor embroidered in the centre of his flag.

The next flag in importance is that of the general in command of the army. This has a blue field embroidered with the national arms in brown and gold.

Then every regiment composing an army carries in front the national flag, with the number of the regiment and also whether infantry, artillery, or cavalry plainly marked on the fourth red stripe. They also

carry regimental flags which bear coats-of-arms very similar to that on the President's flag.

The infantry has a blue regimental flag, the cavalry yellow, while the artillery has scarlet. Engineers carry a scarlet flag, but instead of the spread eagle is a three-turreted castle.

All army colors should be five feet six inches long, and four feet four inches wide. The flag-staffs are nine feet long, and are tipped with a nickel-plated spear-head in the shape of a heart.

In the navy, next to the Secretary's comes the flag of his Assistant. Then there are six remaining flags designating rank. Most of these have white stars on a blue field. An Admiral has four stars; Vice-Admiral, three stars; Rear-Admiral, blue, red, or white field with two stars; and a Commodore, one star in the centre of a blue or white pennant. The Captain of a vessel flies a strip of bunting fifteen feet long, with thirteen stars in a blue field and with a red and white stripe. And then there is a small triangular pennant with a blue field, denoting the absence of the captain of a ship.

There are seven sizes of flags used in the navy, ranging from three to thirty-six feet in length. The very large ones were designed for the old frigates, which were very high in the stern; but our lower war-vessels must necessarily fly smaller flags.

Every ship carries what is called the "homeward-bound" streamer. This is a forty-five-starred, red, white, and blue bunting, and is often hundreds of feet long, so that it sometimes trails in the water, unless the wind is blowing strongly.

When a war-vessel starts for home, this is flown

from the mainmast, and it is said to be the grandest and most imposing pennant in the navy.



THE war between Nicaragua and Costa Rica, which seemed so imminent at one time, has been averted, and we are glad to say that the two countries have decided to settle their discussion in some other way than by fighting.

If you remember, a conference was held on board the United States vessel *Alert*, in Central American waters, and a despatch received in New York last week said that the commissioners of the two countries had come to an understanding, and decided the boundary question.

We are not told which republic gained its point, but it would appear that each made concessions.

The two armies have retired from the disputed territory, where they had made warlike preparations, and for a time, at least, Central America will remain at peace.



WE have spoken of the battle the English and Egyptian troops fought in April against the dervishes on the Atbara River in Egypt.

G. W. Steevens was with General Kitchener as war correspondent for one of the English papers, and he has written a very vivid description of the fight.

He has described the rush on the zariba (a strongly fortified position), and how the dervishes held their ground although they were mowed down by hundreds.

The English had torn down the defences of the

Mahdists, and then, as Mr. Steevens wrote, "began the killing. Bullet and bayonet the whirlwind of Highlanders swept over. Farther and farther they cleared the ground—cleared it of everything like a living man, for it was left carpeted thick with the dead.

"Here was a trench; bayonet that man! Here a little straw tukal (hut); warily around to the door and then a volley!

"Now in column through this opening in the bushes, then into line and drop those few desperately firing shadows among the dry stems beyond! For the running blacks—poor heroes—still fired, though every second they fired less and ran more. And on, on the British stumbled and slew!

"Bloodthirsty? Count up the Egyptians murdered by Mahdism, and then say so if you will.

"Only once was something like a temporary check experienced. That was when the troops had all but gained the high ground in the middle of the zariba.

"From an inner zariba, tukals, bush, and a fort a rifle fire of great intensity was sprung upon us.

"It was Mahmoud's inner den, and the place was held by a thousand or more of his specially chosen followers.

"A company of the 11th Soudanese without the least hesitation tried to rush the northwest corner.

"Before a storm of bullets the company was all but annihilated, losing 100 men.

"Piper Stewart, of F Company of the Camerons (a Scotch regiment), leaped upon a knoll, playing loudly 'The March of the Cameron Men.'

"Bullets rained around him, but he only blew the

louder until a minute later he fell before a dervish volley, pierced through and through.

"Mahmoud's terrible cruelty was in evidence. Numbers of manacled blacks were found dead in the trenches. These poor wretches had been chained by both hands and legs, and put there with guns in their hands to fight and be killed.

"We saw others, but too late to save them, who had been placed in the forefront of the works and compelled to use rifles against us."

The Sirdar (General Kitchener) was writing when Mahmoud, who you will remember was captured, was brought before him.

"Sit down," said the English general. "Why have you come into my country to burn and to kill?"

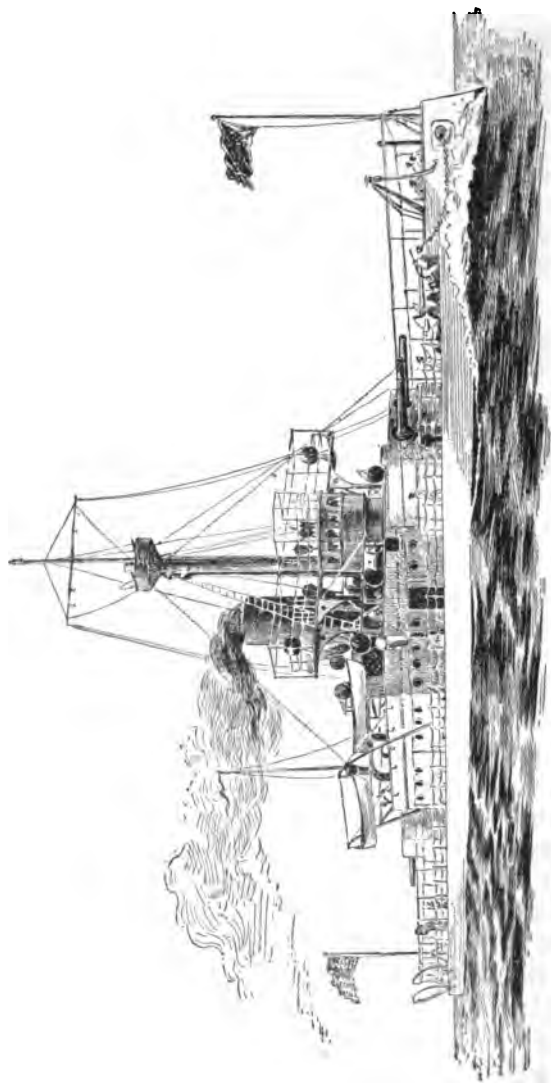
"I have to obey the Khalifa's orders, as a soldier without question, as so must you the Khedive's," answered Mahmoud.

"Where is Osman Digna?"

"I do not know. He was not in the fight, but went away with my cavalry. All the rest of my Emirs stayed with me. I am not a woman to run away."

Mahmoud was shown an engine and train of cars, and he expressed great surprise when he was told that it could make a camel's ten-days' journey in one day. He saw the engine leave the train at one place, and he is reported to have asked: "Where has it gone—for water? Does it drink, too, like men? Is it always a great smoker? Strange devil, does it never get tired? Are there many other such wonders in Cairo?"

It is some time since the great battle on the Atbara, and since then no other engagement with the dervishes has been reported.



THE UNITED STATES MONITOR "AMPHITRITE."

General Kitchener is undoubtedly taking his time, for he knows the Kalipha has about 60,000 soldiers left, and there is still fierce fighting to come before Omdurman is taken and Khartoum reached.

The English and Egyptian forces number 12,000 men.



**W**ALTER WELLMAN, the Arctic explorer, expects to start northward about June 20th.

On May 17th he sailed from New York to London, and from there he will proceed to Tromsøe (trom'sé) in the northern part of Norway.

From Tromsøe Mr. Wellman goes to Archangel, or Archangelesk (är-chäng'gelsk), as it is sometimes called. This place is the capital of the province of the same name in the northern part of Russia.

At Archangel is a pack of dogs which have been carefully selected and trained for the expedition.

All winter long they have been made to sleep in the snow at night, the temperature being from 30 to 50 degrees below zero.

In this way they have been toughened, and they have been further prepared for their dangerous journey by being made to live on a small amount of food.

Mr. Wellman has a boat named the *Frithjof* (frët-yof) which is said to be the fastest and strongest ice-ship in Norway.

There will be seven men in the party. Four of these, including Mr. Wellman, are Americans, and the others Norwegians.

The latter are said to be more hardy than the



Esquimaux, have greater courage, and understand travelling in the Arctic regions fully as well.

From Archangel the *Frithjof* will sail to Cape Flora in Franz Josef Land, where supplies will be left.

Next winter will probably be spent in the north end of Franz Josef Land, from which point Mr. Wellman expects to make his dash for the Pole in the spring. He has allowed the sixteen weeks between February 1st and June 1st for the journey of 1,000 miles to the Pole and back to his winter station.

Although Mr. Wellman believes that Andrée has perished, he thinks that there is a slight chance of finding him in Franz Josef Land.

Many people are of the opinion that the Wellman expedition will be successful in its search for the North Pole.

Dr. Nansen has examined the details of the plan; and although he rarely praises other explorers, he says that he would not be surprised if Wellman reached the goal.



THE coal strike in Wales is not yet over.

It appears that the chief trouble is that a number of the men will not give the power to any one to arrange with the employers for a new scale of wages.

The conferences have therefore not led to a settlement, for the representatives of the men were not authorized to make any agreement as to the wages.

Until these men are able to settle on a new scale the strike will continue; and that 100,000 men should be out of work seems most unnecessary.

At one conference some of the delegates had been

told to ask for an increase in wages of 20 per cent., some 15—and others  $12\frac{1}{2}$ ; but these men finally said that the miners they represented would work for an increase of 10 per cent.

The colliers have been getting from 6 shillings to 10 shillings (about \$1.50 to \$2.50) a day. They work according to a sliding scale; that is, when times are prosperous the wages are higher than when business is not good.

One thing the men now insist on is that they shall never receive less than 10 shillings a day.

The hundred thousand strikers and their families have received very little financial aid, and it is reported they are sending out circulars begging for money.

The employers will probably win in the end, for the men cannot hold out. They were ill prepared for a long strike, and it is reported that work in the collieries will probably begin again this week.

\* \* \* \* \*

THE reindeer which were bought in Scandinavia by our Government and shipped to the United States for use in Alaska have most of them died.

We told you in No. 71 that the reindeer had cost \$50,000; and it appears that our Government, after abandoning the idea of a relief expedition to the Klondike, did not try to sell them after all.

Three government expeditions were fitted out to survey the Yukon River, and the reindeer were used as a means of transportation.

It was supposed that the moss which the animals eat would be found in sufficient quantities in Alaska, but it appears that this was a cruel mistake.

## 666 Prince Henry Visits the Emperor of China

The Laplanders who were with the herd found after a long hunt enough moss to feed the reindeer for ten days; but going over the mountains the proper food was not found, and the animals starved to death. At the end of April only 294 of the original 535 were still living.

It is reported that two United States army officers who were on one of the government expeditions have returned to Seattle. They announce that their expedition had to be abandoned on account of the death of the reindeer, as there was no other means of transportation available.

There is very little, if any, news from the Klondike. The stories of rich strikes have ceased, although there are men who have come from Dawson City lately who say that there is still plenty of gold left in the Yukon region.

The steamship companies which had made great preparations for a rush north this spring have lost immense amounts of money.

The excitement attending the present war is undoubtedly the cause of the few Klondikers at this season; and possibly when the war is over the rush to the gold regions will begin again with renewed vigor.



**I**N No. 72 we wrote of the proposed visit of Prince Henry of Germany to the Emperor of China.

On May 15th he arrived in Pekin, and was first received by the Empress Dowager, who is reported to have been very curious, and asked her royal visitor many questions.

Afterward Prince Henry and the German minister, Baron von Heyking, visited the Emperor, who, it is reported, was extremely nervous.

The Germans presented the Chinese ruler with some beautiful porcelain, and in return it is said that they received valuable presents.

The Emperor walked to the entrance hall with Prince Henry as he was leaving. German marines were drawn up near the door, and despatches say that the rattle of the drums caused the Eastern ruler to start in surprise.

Prince Henry, it is reported, was very much impressed by the Empress, and his opinion strengthens the belief that she is the real ruler of the Chinese Empire. At the Prince's request she will allow in the future the wives of foreign ministers and ambassadors to visit her. This new rule will go into effect at the next state reception.



## War News

COMMODORE SCHLEY's flying squadron, consisting of the armored cruiser *Brooklyn*, the battle-ships *Massachusetts* and *Texas*, and the despatch-boat *Scorpion*, left Hampton Roads on May 13th, it is thought to reinforce the Cuban blockading fleet. The collier *Sterling* also accompanied the fleet.

The cruisers *Minneapolis*, *St. Paul* and *New Orleans* were left at Hampton Roads until late Friday, May 13th, when they started after the other vessels.

It is thought that Commodore Schley will be joined by the *Puritan* and *Miantonomoh* when he reaches Cuban waters, so that his squadron will be a formi-

dable one, and easily able to cope with the Spanish vessels on this side of the Atlantic.

On May 16th the flying squadron arrived at Charleston, S. C., and sailed that same night for Key West.



✻   ✻   ✻   ✻   ✻   ✻

**S**AN JUAN, Porto Rico, was attacked at five o'clock on the morning of May 12th, by Rear-Admiral Sampson's vessels, the *New York*, *Iowa*, *Indiana*, *Terror*, *Amphitrite*, *Montgomery*, and *Detroit*.

The *Iowa* began the fight with one of her twelve-inch guns, but before long her broadside was turned toward the shore, and the fortifications of the city soon began to show the effects of the big guns.

The monitors *Amphitrite* and *Terror* also did great damage, and the aim of the gunners on these boats was wonderfully accurate.

San Juan is defended by a shore battery mounting six-inch guns and by Morro Castle, a fortress of the same name as that in Havana harbor.

The cruiser *Detroit* went within a thousand yards of the shore battery, but the aim of the Spaniards was, as usual, very poor, and no harm was done to our vessel.

All the war-ships except the *Montgomery* and *Detroit* passed under the guns of the fortifications three times, and during this time only one shell did serious damage to any of our vessels.

The *Iowa* was struck by a shot which tore away part of her superstructure and wounded three men.

One man killed on the *New York* and one on the *Amphitrite* made up the list of fatalities. The injured, including those on the *Iowa*, numbered seven.

At half-past seven the order was given to cease firing and our ships moved out of range of the batteries.



USING A RAPID-FIRING GUN.

San Juan is reported to be in a sorry plight, for many of the shells from the American war-ships passed over the fortifications and into the city, killing a number of people and destroying many buildings.

The reduction of San Juan is a great point in our favor, for it leaves Spain only Cuba as a base of sup-

plies in the West Indies, and to make use of this she must evade our blockading fleet.

On Sunday, May 15th, the Spanish fleet, consisting, it is reported, of eight war-ships and seven torpedo-vessels, was said to be at Curacao, an island off the coast of Venezuela, belonging to the Netherlands.

According to neutrality laws the Spaniards could only stop at Curacao twenty-four hours, and Sunday night they were requested to leave.

They did so, and where they went to no one knows at present.

Admiral Sampson is keeping a sharp lookout for the enemy, and he is, no doubt, earnestly hoping that the Spanish Admiral Cervera will give battle.

With the strict watch that is kept on all messages by the censor at Key West, it is impossible to get news of our fleet.

This is only right, for Spain had a great advantage in knowing just where our ships were, while we were totally in the dark regarding her moves.

The actions of a number of enterprising newspapers were very harmful. Many of these papers have chartered vessels, and they have carefully reported every move of our ships.

Our Navy Department has realized the importance of keeping these matters secret, and now until the actual battle takes place we will not know where the American ships are.

The *Harvard*, which was thought to be entrapped by the Spaniards in the harbor of St. Pierre, in Martinique, is safe for some time anyway.

She has been allowed to stay there seven days to

undergo repairs, and in that time assistance can be sent her if it is needed.

The Spanish *Terror*, which was reported to be lying in wait for the *Harvard*, is reported to be also laid up for repairs, so that we need feel no anxiety for our fast auxiliary cruiser.

Since the unsuccessful Cuban expedition which, as we told you last week, left Tampa on the 10th, there has been no attempt to land troops, arms, or ammunition on the island.

Thousands of soldiers have been transported to our southern coast, but it is probable that no men will be landed in Cuba until the Spanish fleet is disposed of.

It is felt that to make the operations in Cuba successful, the Spanish vessels must be either captured or sunk, so that no assistance can be given to General Blanco from the outside. He undoubtedly has a strong force under his command; but with all his supplies cut off, and Havana besieged by the strong land and naval force which we shall use, he would not be able to hold out long.



STYLE OF UMBRELLA USED BY THE SPANIARDS IN CUBA.



## **Latest News**

EARLY on the morning of May 19th, and in his eighty-ninth year, England's "Grand Old Man," William Ewart Gladstone, passed away.

The whole Anglo-Saxon race mourns the death of this great man. American sympathy was shown when Secretary of State Day telegraphed to our English ambassador: "Through appropriate channel express to Mr. Gladstone's family the sympathy and sorrow of the American people at the passing away, in the ripeness of years and fulness of honors, of one of the most notable figures of modern civil statesmanship."

In No. 66 we told you of Mr. Gladstone's life, of the reforms he had started and pushed through, and of the great benefits the English people have obtained from his leadership.

Mr. Henry Labouchere, the famous English editor and statesman, says:

"What most impressed me about Mr. Gladstone was his power of concentrated effort. Once he had decided upon a course of action, every thought was bent to attain the end. No labor was too arduous. He animated both his supporters and his opponents, inspiring the former with his own fierce energy; while if he could not gain over the latter, he crushed them. It was to this grim determination that he owed most of his successes."

The scene at the dying man's bedside was a peaceful and impressive one.

There was no pain or distress. Mrs. Gladstone held her husband's hand, and the Rev. Stephen Glad-

stone read prayers and hymns as the life of his father ebbed away.

The last word Mr. Gladstone spoke was "Amen," in response to a prayer, and then the light of—as many people think—England's greatest man went out.

On May 16th the entire Spanish ministry resigned, and Señor Sagasta was charged with the formation of a new Cabinet. On the 17th a new Cabinet was formed, with Señor Sagasta at its head.

The new ministers were promptly confirmed. This "Circumstantial Cabinet," as it has been nicknamed, is as follows: President of the Council of Ministers—Señor Praxedes Sagasta; Minister of Foreign Affairs—Señor Leon y Castillo; Minister of War—Lieutenant-General Correa; Minister of Marine—Señor Aunon; Minister of the Colonies—Señor Romero Giron; Minister of Finance—Señor Lopez Puigcerver; Minister of the Interior—Señor F. R. Capdepon; Minister of Justice—Señor C. Groizard; Minister of Public Instruction—Señor Gamazo.

On May 20th, in the Cortes, Señor Sagasta explained the policy of the new ministry; this he said would be a continuation of that of the previous Cabinet. He related how Spain had been forced by America into a war, which would be continued to the utmost "until an honorable peace is obtainable."

His statement that "the policy of the new Cabinet would be *guided by circumstances*," is no doubt what led to the nickname, "Circumstantial Cabinet."

The new ministry has already shown a different policy, and it is believed that they contemplate some bold and aggressive moves to retrieve the losses at Manila and elsewhere.

That the Spanish fleet under Admiral Cervera (thār-vā-rā) is being ably manœuvred is generally acknowledged; it has apparently succeeded in eluding our vessels and reaching Santiago de Cuba, where it is reported to have arrived May 19th. Without doubt Admiral Cervera obtained information at Santiago which will enable him to carry out more effectively his plans for further operations, but whether he succeeded in replenishing his coal supply must be a matter of conjecture on our part, as must also be his present whereabouts and his future movements. Our Navy Department is no doubt well informed, but guards such information with the greatest care.

It may prove ultimately that the Spaniards did not out-manceuvre us, but were allowed to continue their "hide-and-seek" operations in order that they might use up their coal supply, and thus be less able to run away when the time is ripe for us to strike. It must be borne in mind that with a good supply of coal they can outstrip our more powerful vessels, which are less swift than theirs.

On Monday, the 23d, a report dated Madrid, the 22d, stated that the Spanish fleet was still at Santiago. While this report is taken with a grain of allowance by our Navy Department, it is sincerely hoped that it may prove true. The harbor at Santiago has a long narrow entrance, which will admit the passage of but one large vessel at a time; therefore, should Admiral Sampson succeed in reaching this entrance while the Spanish fleet is still in the harbor, it would be a comparatively easy matter to keep it there or to destroy the vessels one by one as they emerged. It was rumored on the 21st that an engagement had

taken place in the Windward Passage, off Mole St. Nicolas, Hayti, but this rumor has not been confirmed and is not believed, as our fleet could hardly have reached that point before the 22d. Another report on the 23d was that the Spanish fleet was to return to Martinique, where coal transports were to meet it; but this report was considered a ruse on the part of Spain to mislead our fleet.

There was great rejoicing when the safety of the *Oregon* was reported by the Navy Department late last week. Her trip of over thirteen thousand miles from the Pacific Coast without needing repairs of any serious nature is considered remarkable. It is reported that she arrived safely at Barbadoes, coaled, and, with her consorts, the *Marietta* and *Buffalo*, continued her voyage.

Sunday, the 22d, the cruiser *Charleston* set sail from San Francisco, bound for Manila, to join Admiral Dewey's fleet. The troops have not yet started, and some anxiety is being felt lest Spain may despatch a strong fleet by way of the Suez Canal and reach the Philippines first.

The *Alabama*, a sister-ship of the *Kearsarge* and *Kentucky*, was launched on May 18th, at Cramp's shipyard in Philadelphia.

This new boat is 368 feet long, 72 feet wide, draws 24 feet of water, and displaces 11,500 tons.

The *Alabama* will be able to steam 16 knots, which is half a knot faster than the *Indiana*.

Her main battery consists of four 13-inch guns and fourteen 6-inch rapid-fire guns. The secondary battery has sixteen 6-pounders, four 1-pounders, and three machine guns.

## HISTORY OF THE SONGS OF OUR NATION.

**A**T this time, when the patriotic songs are being heard so much, it is interesting to know what was the origin of these songs, and who their writers were.

The United States can hardly be said to have a national song in the sense of one so thoroughly representative of the nation as to outrank all others. It is wonderful, in fact, how much of each of the popular patriotic songs is borrowed from songs of other nations. Many of the national songs of the foreign nations are sung to music that existed long before the songs did.

Of the American songs, although not the one most frequently heard, the one that comes nearest to being our national song is the "Star-Spangled Banner." The history of the writing of this is quite interesting. Francis Scott Key, the author, was born in Frederick County, Md., Aug. 1, 1779. His father had been an officer in the Revolutionary Army and had been District Attorney at Washington, D. C.

During the year 1812, when the British fleet lay in Chesapeake Bay, Mr. Key was aboard one of the English vessels that was bombarding Fort McHenry. The bombardment began on the morning of the 13th of September, and continued all day and all night; and on the morning of the 14th, after the boast of Lord Cockburn, who commanded the attack, that the flag would fall in a few hours, it still floated there and the sight of the beautiful flag that he loved so well inspired Key to write the song. How he came

to be on the British vessel is a matter of some dispute; the accepted story is that he went out under a flag of truce to request the release of a friend who was held a prisoner by Lord Cockburn, and that this officer could not safely release him until after the bombardment, as he had seen the condition of things on board the English ships-of-war.

Another national song or anthem that is sung very frequently is "America, or, My Country, 'Tis of Thee"; this was written by Dr. Samuel Francis Smith, a minister, who was born in Boston, October 21, 1808. He was for some time pastor of the First Baptist church of Newton, Mass., and he has said that the song was written during his student life at Andover in the winter of 1831-32. It is sung to the air of "God Save the Queen," and Dr. Smith explains that he was selecting from German books airs for use in a Sunday-school celebration, to be held on the fourth of July, when the idea suggested itself to him of setting to the well-known air American words with a ring of patriotism in them.

The "Battle-hymn of the Republic," that beautiful and stirring song which begins, "Mine eyes have seen the glory of the coming of the Lord," was written by Julia Ward Howe, the daughter of the famous Abolitionist, and herself a well-known poetess and writer. In 1861, she went with Governor Andrew and a party of friends to visit the camps of the army near Washington. Her strong belief in the cause of the freedom of the slaves and the inspiring scenes in these camps led her to write this beautiful hymn.

"Columbia, the Gem of the Ocean," which is more familiarly known as the "Red, White, and Blue," be-

cause of the refrain of its chorus, was written by Timothy Dwight, one of the renowned family of Dwights of New England. In going over American literature, the name of Dwight is found in every branch of learning, and all of these Dwights are of one lineage. This Timothy Dwight was born in 1752, and lived until 1817. He was, until his death, president of Yale College, and all of the Dwight family have been intimately associated with that college, another of the same name having been one of its presidents. He wrote the song "Columbia" in 1777, while a chaplain in the Continental Army. He had been educated for a lawyer, but shortly after the war broke out, there being a demand for more chaplains, he joined the army as one, and remained with it until it was necessary for him to return home to support his mother.

"Hail Columbia" was written by Joseph Hopkinson, a Philadelphia judge. There is an amusing anecdote told in connection with its writing, Judge Hopkinson having said that he wrote it in the summer of 1798, at the request of a young man who was a singer and whom he had known at school. He says that this young man was to have a benefit performance given to him on a Monday, and that it appeared it was going to be a failure, when the young man called upon the Judge on Saturday afternoon and told him that he feared he would not only get no benefit from the entertainment, but would make a loss on it, unless he could get a patriotic song that could be sung to the "President's March," which was then the popular air of the day. He said that several poets connected with the theatrical pro-

fession had been trying to write such a song, but had failed and did not believe it could be done.

On Sunday afternoon the song was finished and was announced in the advertisement. The theatre was crowded at the benefit and at all performances for the rest of the season.

George F. Root, a musician, who was born in Sheffield, Mass., in 1820, and who lived until 1896, wrote a number of war songs that became very popular; perhaps the best known among them are, "Tramp, Tramp, Tramp," and "The Battle-cry of Freedom." Mr. Root also wrote "Music in the Air," a song which is very widely known.

All of us know the stirring attractiveness of the song, "Marching through Georgia," a war song which is associated with that grim old warrior Sherman and his famous "march to the sea." It was written by Henry Clay Work, who was born in Middletown, Conn., in 1832, but who moved West with his family, when a boy. Mr. Work's father was very much interested in the movement for the freeing of the slaves, and was sentenced to twelve years in prison for assisting some to escape. Work also wrote the well-known song, "Grandfather's Clock." He lived until 1884.

The most famous of the Southern battle-songs was "Dixie." "Dixie" has a most remarkable history, clouded in doubt; and as a result of this it comes to us in a number of different forms; but that which we all know best is: "Away down South in de fields ob cotton." In this form it was undoubtedly composed by Dan Emmett, of Bryant's Minstrels, and was first sung in New York in 1860. Bry-



ant's Minstrels was very popular at this time, and for many years afterward, and it is said that the idea was to write a song for what is known as the "walk around" in the minstrels.

Last of all, we will speak of the song which is perhaps more widely known than any of these, and which, if it only had some merit as poetry, instead of being mere doggerel, would undoubtedly be entitled to be considered our national air. "Yankee Doodle" is a very old song which has undergone many changes, and is claimed by several nations. It is said that many, many years ago the Dutch laborers used to sing to the same air some words that began "Yanker Dudel." A form of the same song was used to ridicule Cromwell, the English Protector. It first appeared in this country in June, 1755, when the men under Braddock, the British general, sang it in still another form. The words that we know as the song, beginning with "Father and I went down to camp," are said to have been written by Dr. Shuckburg in Revolutionary times. It is remarkable in how many different forms the song is known. Among them we have the old nursery rhyme,

"Yankee Doodle came to town a-riding on a pony,  
Stuck a feather in his hat and called it macaroni."

This is almost word for word the form of the song that was used to ridicule Cromwell, and the expression, "Stuck a feather in his hat and called it macaroni," was in the old English song a phrase used to ridicule the appearance of Cromwell's feather, which was said to resemble a piece of macaroni.

# The Great Round World

## And What Is Going On In It

Vol. II., No. 22.

JUNE 2, 1898

Whole No. 82

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**With  
the  
Editor**

OUR Geographical Prize Contest was evidently found very interesting by our subscribers and others who are buyers of the magazine. Some hundreds of answers were received, and a very large number of them contained a high percentage of correct answers.

## Latest News

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The new ministry has already shown a different policy, and it is believed that they contemplate some bold and aggressive moves to retrieve the losses at Manila and elsewhere.

The first prize is awarded to Conrad G. Goddard, 2 East 35th Street, New York city.

The second prize to Annie Middleton, 548 West 150th Street, New York city.

The lists sent in by the following are especially deserving of honorable mention:

Clarence Dargan, St. Margaret's School, 1741 West 99th Street, Chicago, Ill.; Helen D. Eager, 49 Kenwood Avenue., Newton Centre, Mass.; Floyd Stephens, Clifton Springs, N. Y.

We hope to have another contest at an early date which will be equally interesting, and announcement will be made as soon as possible.



## Letters

EDITOR OF THE GREAT ROUND WORLD.

How many different nations claim a controlling interest in any portion of the West Indies, and what islands belong to each nation? also what effect does a proclamation of neutrality have on these islands?

A CONSTANT READER.

The nationalities together with the approximate area of their territory and the estimated population are as follows,—our authority is Johnson's Cyclopaedia:

Spanish—Cuba and Porto Rico and dependencies, 47,000 square miles, 2,500,000 population.

English—Bahamas, Jamaica, Leeward Islands, Windward Islands, Trinidad, and Tobago, 13,000 square miles, 1,400,000 population.

Dominican—Santo Domingo, 18,000 square miles, 600,000 population.

**Haitian**—Haiti, 10,000 square miles, 600,000 population.

**French**—Martinique, Guadeloupe, and dependencies, 11,000 square miles, 340,000 population.

**Dutch**—Curacao and dependencies, 40,089 square miles, 45,000 population.

**Venezuelan**—Margarita, 450 square miles, 40,000 population.

**Danish**—St. John, St. Thomas, and Santa Cruz, 12,789 square miles, 33,000 population.

A proclamation of neutrality prevents neutral nations from furnishing Spain and the United States with articles declared contraband of war; this restricts their commerce to a considerable degree, as they have a large trade with this country, and our vessels cannot visit their ports without danger of capture.

**EDITOR OF THE GREAT ROUND WORLD:**

Will you kindly state in your Answers to Correspondents: (1) What constitutes a first-class battle-ship? (2) When did Spain acquire possession of the Philippine Islands, what nationality are the inhabitants, and what language is spoken? JESSE S. R.

(1) The class of war-vessels is determined by their size and armament—the first class are those of largest size, carrying a full equipment of the heaviest guns. (2) You will find a short sketch of the Philippine Islands in “Current History” (see “Contents” above).



UNITED STATES BATTLE-SHIP "OREGON." FIRST CLASS.

# Current History



**I**N the Senate recently a resolution was adopted substituting May 4th for March 4th as the day for the inauguration of the President and the meeting of Congress.

To become a law this must be adopted by a two-thirds vote in each house of Congress, and must also receive the assent of three-quarters of the States through their legislatures. Before such an amendment to the Constitution can be made this action must be taken; it will then go into effect in 1901, when the Presidential election takes place.

The resolution provides for the continuation of the terms of President, Vice-President, Senators, and Representatives for the two additional months beyond the time fixed by the Constitution.

The chief reason for the proposed change is that in March the weather is generally disagreeable, cold, and stormy, and unfit for the many outdoor ceremonies connected with the inauguration.

The original date of inauguration was April 30th, George Washington having been installed as President on that day in 1789, and it was at first proposed to return to that date.

In the year 1800 Congress first assembled in Washington; Jefferson was the first President whose in-



auguration was on March 4th (1801). Since that time all inaugurations have been held on that date, except when it fell on a Sunday.

In the debate on the resolution in the Senate, another reason for the change was brought forward by Senator Hoar; this was that the session between December and March is too short to transact the important business incidental to a close of an administration; the majority of the Senators seemed to see the matter in the same light, for two-thirds of the members present voted for the change.

Those who objected urged that the time between the election and the inauguration is too long now, as it is a period of uncertainty as to political action and seriously upsets the business of the country. This objection may interfere with the final passage of the amendment.



THE reports from Havana are of course very few, but there is evidence that the shutting off of supplies is being seriously felt, and the garrison is eagerly hoping for the arrival of Admiral Cervera's fleet that the blockade may be raised. Lights are being displayed at night and signals by day for the guidance of the fleet into the harbor.

It is not difficult to imagine the unpleasant position in which the people of that city are placed, for the farms have been devastated, and the garrison is hemmed in on all sides, almost without resources. Small fishing-boats succeed occasionally in slipping past our fleet, but they cannot bring in such necessities as flour or grain, with which Cuba has been sup-

plied almost entirely from this country. There is grave danger of bread riots, as the food supply is almost exclusively in the hands of the army and will be held for the soldiers' use first. Bread riots are the most fearful riots of all, for starving people will stop at nothing in the endeavor to satisfy their hunger.

As to the poor reconcentrados, their condition must be pitiable indeed. It is reported that the supplies sent by the United States have long since gone to army headquarters, and that death is fast ending the suffering of the poor people who were forced into the cities.



**L**ITTLE news comes from the insurgent camp, as almost all chance of communication is cut off by the Spanish troops patrolling the coast.

Plans for the invasion of Cuba by a large force are being pushed rapidly forward. Regiment after regiment is on its way South to join the camps at Chickamauga and Tampa, transports are being made ready, and it is generally believed that a fortnight at latest will see many thousands of our troops on Cuban soil in spite of the Spanish fleet.

Before enrolment in the regular army, volunteers are being subjected to the most rigid physical examination, and this examination is demonstrating that our National Guard numbers in its ranks a large percentage of men totally unfit for a severe campaign. The militia is also sadly deficient in equipment; many of the regiments which have gone to the camp have not been able to muster enough rifles to go

round; some have not been able to arm the sentries properly. To correct all of these deficiencies takes time and involves an almost inconceivable amount of labor, but no pains is being spared and our army is rapidly getting into fighting trim.

In Texas, Theodore Roosevelt is drilling his rough riders, who are naturally so tough that there is little weeding out to be done because of physical disability; his regiment should give a good account of itself; as they have a traditional dislike to anything that is Spanish, whether Mexican or Castilian, they will welcome the chance for an encounter.



**P**LANS for permanent occupation of the Philippines are being rapidly made. General Merritt, who will be in command there, is to exercise, virtually, similar powers to those of the colonial governors of foreign powers; he is to be given sufficient troops to maintain his position, and will no doubt be supported by Admiral Dewey's fleet, which will remain near at hand to repel any attempts of Spain to land troops on the islands.

Spain can hardly succeed in transporting a large body of men unless she sends with the transports a strong fleet, for the journey is long and the means for watching the movements of her ships are many, so that our fleet would occupy the stronger strategic position, and could attack her fleet with almost certain prospect of success.

The monitor *Monterey* has been ordered to Manila to reinforce Admiral Dewey's fleet. She is a very powerful vessel of the two-turret type; her displacement is

4,048 tons, and her maximum indicated horse-power 5,244. Her armament consists of two 12-inch breech-loading rifles, firing 850-pound projectiles, in her forward turret, and two 10-inch guns, firing 500-pound projectiles, in her after turret. In addition she has



SAILORS READING LETTERS FROM HOME.

a secondary battery of six 6-pounder, four 1-pounder rapid-fire guns, and two Gatlings. She is heavily armored with Harveyized steel, and has a protective deck.

Unfortunately she is weak in one respect: that is her coal-carrying capacity, she being unable to coal for a journey of more than three thousand miles, even by loading her decks. It will be necessary to have a

large and powerful collier accompany her, which will, in addition to carrying her fuel, aid by towing her.

The Caroline Islands, which are in the nominal possession of Spain, may be added to the possessions of the United States if the *Monterey* decides to stop there on her way to Manila, as she can easily compel the surrender of the Spanish officials there, and take possession.

\* \* \* \* \*

THE active operations in the Pacific Ocean and the long journey of the *Oregon*, which she was obliged to make in order to join our fleet in the Atlantic, have awakened a new interest in the projected Nicaragua Canal. We realize now what an enormous advantage it would have been to us at this time. If, for instance, Spain should decide to send a fleet and attack our Western coast, by using the canal we could have our vessels reach San Francisco within ten days; now it takes over two months; and the enemy could destroy our Pacific-coast cities and be lost to us among the far-away islands of the Pacific Ocean before we could round the Horn.

With a naval station at Lake Nicaragua we could command both the Atlantic and Pacific coasts in time of war, and in times of peace secure our share of the commerce of the world. (See article in GREAT ROUND WORLD, No. 69.)

San Francisco is now thirteen thousand miles distant by way of the Horn; by the canal route but five thousand; think what this means in time, cost of coal, and wear to the ships, without taking into consideration the rough and dangerous trip around South America.

\* \* \* \* \*

**W**HILE the prize steamer *Argonauta*, captured by the *Nashville* April 29th, was being examined, a secret room was discovered, the door of which had been cleverly concealed by a pile of freight; when the door was broken open fifty cases of ammunition were found, and also several boxes of Mauser rifles, all of them addressed to a Havana firm, and evidently intended for the Spanish army.

When this vessel was captured she was suspected of carrying some contraband goods, but none were found until this secret room was discovered. The authorities were surprised that no protest had been entered by her owners; the discovery of these munitions of war explains the lack of protest. The vessel will be condemned and sold.

Our captures up to date have not all been appraised, but it is estimated that the prize money will entitle each sailor interested in the prizes to at least \$200, and the officers' share will make a very considerable addition to their pay. It is said that Admiral Sampson's share already amounts to over \$30,000.

Up to May 23d we had captured eleven steamers and twenty-one sailing-vessels of a total estimated value of \$1,500,000.

May 23d the British steamer *Ardanmohr* arrived at Key West with a prize crew on board. This vessel, acting suspiciously, was called upon to halt by the *Osceola*, but attempted to escape and did not heave to until a solid shot had been fired across her bow.

Her captain was very indignant at being captured, for he claimed to be bound for Vera Cruz, although

he had two Cubans on board who were suspected of being pilots, and there were many indications that he was attempting to run the blockade. After an appeal to the English consul and a protest on the part of the vessel's owners she was released, as there was no proof that she was a blockade-runner.



**E**MILE ZOLA has again been placed on trial for the alleged criminal libel contained in charges which he brought against the officers who conducted the trial of Esterhazy and Dreyfus.

You will remember that his first trial resulted in his conviction and sentence to one year's imprisonment and a fine of three thousand francs. Zola promptly appealed to the Court of Cassation (similar to our Court of Appeals), which annulled the verdict on the ground that the trial had been irregular.

It was then decided to bring a civil suit for libel against Zola and also against Perreux, the editor of the *Aurore*, who published Zola's letters containing the accusations which were considered libelous. This second suit was postponed until after the elections which have just been held.

The indictment which led to the present trial was based upon the following part of Zola's famous letter, published in the *Aurore* of January 13th of this year:

"I accuse the first court-martial (the one which tried Alfred Dreyfus) of having violated the law in condemning a defendant on a piece of secret evidence; and

"I accuse the second court-martial of having cloaked this illegality, by order, in committing in

its turn the judicial crime of knowingly acquitting the guilty party."

The scenes at the first trial were so disgraceful that the press of the whole world condemned the judicial institutions, both civil and military, of France, and so impressed the French Government with the necessity of doing something to retrieve this disgrace that the second trial of Zola was ordered to take place at Versailles (vér-sälz') at the Assize Court. Versailles is ten miles from Paris, is strongly garrisoned, and there is little chance of a repetition of the occurrences that took place at the former trial.

M. Labori, Zola's counsel, claimed that the trial should take place in Paris, where the offence was committed. The public prosecutor, M. Bertrand, in upholding the right of the court to try the case, said to M. Labori:

"You desire to prolong matters, but we intend to end the case. Be assured that the country has had enough—do you hear?—of this perilous agitation."

M. Labori appealed to the Court of Cassation on the point, and the trial was adjourned, awaiting the result of the appeal.



**A** VERY important branch of the army is the signal corps, for the men in this body constitute, as has been said, "the eyes of the army."

It is very necessary to observe the moves of the enemy, for, as Napoleon once remarked, "the secret of war is the secret of communication."

The Signal Corps of the United States army was organized during our Civil War. It was not very



efficient then, but of late years great attention has been paid to this department, and in the present war it should produce good results.

In every army that is sent into the field the signal corps will have an officer on the staff of the general in command. Under this officer will be a force of several hundred men whose duty it is to be in the foremost division, skirt the sides, and by signalling from trees or from the tops of hills place the different commanders in communication with each other. If the enemy is near and the signalmen are acquainted with its movements, the fact is at once made known to the general.

Every large body of troops has its signal-service wagon on which is a great reel of telegraph wire. Each signal-station is connected with the general's headquarters, and he is kept informed by both telephone and telegraph, for a recent invention has made both systems applicable on the same wire.

An instrument called the heliograph is used for signalling long distances. This consists of mirrors and screens arranged upon a tripod, and by flashes of the sun's rays the signalmen talk to each other. The code is arranged by changing the direction and manipulating the length of each flash.

The mirror is four and one-half inches square, and the flash can be seen by the naked eye at a distance of thirty miles—with the use of a telescope, sixty miles.

When the signal-stations are only several miles apart, flag signals are used in the daytime and torches at night. Two flags are used, one white with a red centre when the background is dark, and the

other red with a white centre when the background is light.

The flags are on poles twelve feet long and the different motions have certain meanings which are set forth in a code.

This "wig-wag" system of signalling, as it is called, is also very generally used in the navy.

Besides the torches, rockets are used at night, although the burning of different colored fires is a method more frequently employed.

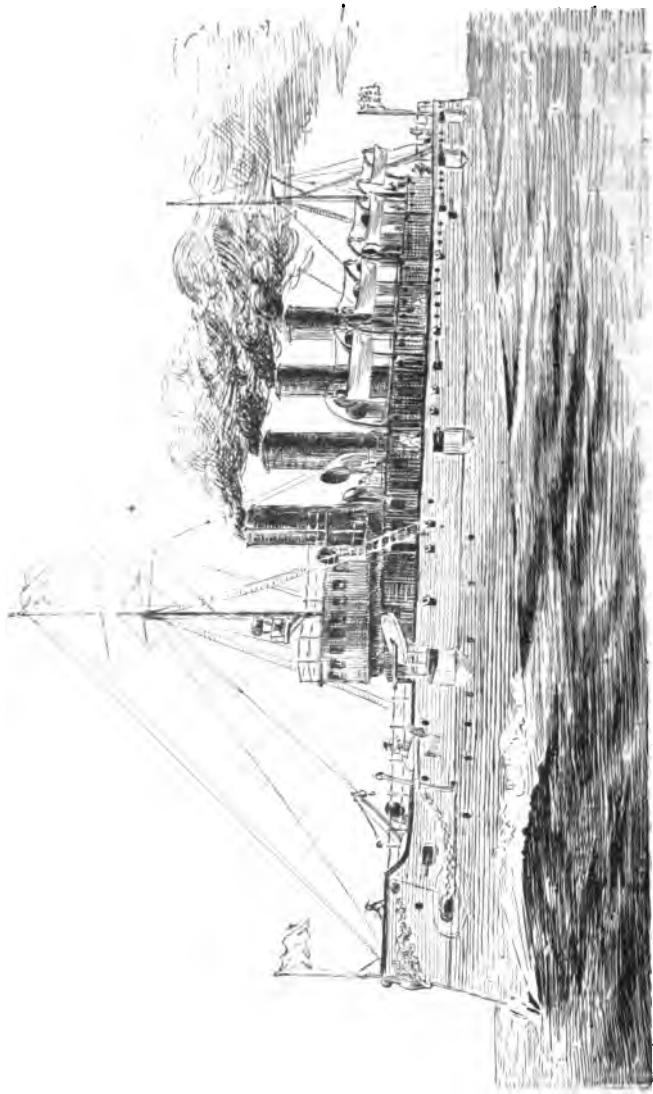
In locating the enemy in the present war the signal corps intend, wherever possible, to use the balloon. A wire connects the aeronaut with the commanding officer, and in this way the moves of the enemy can be rapidly communicated.

General Albert G. Myer, of New York, is the founder of the present signal corps. He observed the Indians making signals by waving their lances, in the Mexican war, and it is said that the present complicated system of signals grew out of that.

Instead of one man to do the signalling, however, we now have hundreds of men with telephones, the telegraph, flags, colored fire, torches, heliographs, and balloons, so that the opposing force can be discovered miles away and the fact communicated to the general in command.



**A**T Birmingham, England, recently, in a speech which has attracted the attention of the whole world, Mr. Joseph Chamberlain outlined England's foreign policy, and especially her attitude toward the United States.



UNITED STATES CRUISER "COLUMBIA."

At this time, when so much is being said and written about the proposed alliance between this country and Great Britain—the “Anglo-Saxon Alliance,” as it is called—this speech means a great deal. After briefly outlining the danger of an alliance among European powers in opposition to Great Britain, Mr. Chamberlain said as follows:

“Never before in the history of the British Empire have the ties which connected us with our great colonies and dependencies been stronger, never before has the sense of common interests in trade and in defence and in war—never before has the sense of these interests been more strongly felt or more cordially expressed.

“What is our next duty? It is to establish and to maintain bonds of permanent amity with our kinsmen across the Atlantic. They are a powerful and generous nation. They speak our language, they are bred of our race. Their laws, their literature, their standpoint upon every question are the same as ours; their feeling, their interest in the cause of humanity and the peaceful development of the world, are identical with ours. I do not know what the future has in store for us. I do not know what arrangements may be possible with us, but this I know and feel—that the closer, the more cordial, the fuller, and the more definite these arrangements are with the consent of both peoples, the better it will be for both and for the world. And I even go so far as to say that, terrible as war may be, even war itself would be cheaply purchased if in a great and noble cause the Stars and Stripes and the Union Jack should wave together over an Anglo-Saxon alliance. Now, it is

one of the most satisfactory results of Lord Salisbury's policy that at the present time these two great nations understand each other better than they have ever done since more than a century ago. They were separated by the blunder of the British Government."

At the present time the air is filled with rumors of proposed alliances between Spain and other nations to restrain this country. Our proposed occupation of the Philippine Islands is unquestionably the subject of much thought on the part of foreign countries, for it will mean that we, too, will have interests to protect in the East.

It is recognized that Spain has little chance of success unless some one of the powers comes to her aid; and England holds the balance of power, for she can, if she wishes, say to the other nations, "Hands off!" if they attempt to interfere.

Combined, this country and Great Britain would represent such strength and such unlimited resources that they could dictate to the world. As the policy of both is peace and fair dealing, and the advancement of civilization, it is sincerely hoped that such an alliance may be formed, and that at no distant date.



**Y**OU will remember the famous Jamieson Raid in South Africa, and how much it was talked about last year, when it bid fair to cause open hostility between England and the South African Republic.

The matter, it seems, is still causing trouble; England claims the right to dictate in the foreign affairs of the Republic, and President Krüger still maintains

that no such right has existed since 1884, and that the matter of the raid should be arbitrated.

The Transvaal was annexed by Great Britain in 1877; in 1880 the Boers rebelled, and in 1881 a treaty of peace was signed which gave to the Transvaal the right of self-government, but reserved to England the right of control in external matters. In 1884 a new treaty was ratified which recognized the South African Republic but which still reserved to England the right of control of foreign affairs. President Krüger now claims that this right was abandoned by England in 1884 or shortly after, and is now brought up by England for the purpose of evading the responsibility of the Jamieson Raid, or with the intention of using it as a pretext for an adjustment which may be more favorable to English interests.

How the matter will be finally settled cannot be foretold, but the chances are that it will be in favor of England, as she has the means of forcing an agreement to her terms.



**W**E told you in the number of May 19th about the seizure of the French steamer *Lafayette*, and how she was released and allowed to enter Havana harbor with despatches for the French consul, but with definite understanding that neither passengers nor cargo should be landed.

It seems that in spite of her commander's knowledge of this agreement, when he reached Havana he began to unload his cargo, and had removed almost all to the shore when despatches were received from the French ambassador at Washington, directed to

the French consul and to the consignee of the *La-fayette*, ordering them not to land either passengers or cargo, as it would be a direct violation of the agreement.

General Blanco finally permitted the reloading of the cargo "so as to comply with the wishes of a friendly nation" (France), but he was particular to reserve the right to act differently if another similar occasion should arise.

It is reported from Havana that all sorts of news is being circulated by the authorities. For instance, the Manila affair was "officially" described as follows: "A Spanish fleet has fought heroically with an American fleet at Cavite, obliging the American fleet to retreat with considerable loss." This "official news" was unfortunately published after the true news had leaked out, and caused considerable dissatisfaction.

It is safe to say that Havana has been advised many times that our fleet has been utterly destroyed or else has "retreated ignominiously." Either the Spaniards are of the class that like to be fooled all of the time, or else they have no wish to know the truth.

Spanish officers in Havana state that all strategic points along the coast are strongly fortified and new defences are being built daily. They do not seem to believe it possible that our troops can effect a landing without great loss, and they consider the heavy guns at the forts and Morro Castle almost invincible.

Considerable surprise is expressed at the great number of Morro Castles which exist in Spanish countries. The derivation of the term Morro

is not generally understood; Morro means that which is prominent or resembles a head; hence Morro Castle is the castle situated on a headland or prominent place.



THE people of this country have been so eager for news of the fleet that much indignation has been felt because the Government has not permitted despatches to be sent from Key West, and the Naval Strategy Board, or War Board, as it is called, at Washington, has been blamed.

There have been all sorts of covert remarks criticising this War Board, and many officers even express the opinion that it is absurd to attempt to run the fleet according to the theories of men thousands of miles away. It is safe to say, however, that the opinions of these same officers should have no weight when compared with the knowledge of such men as compose the Board. Its members are the Secretary of the Navy, Rear-Admiral Sicard, Captain Bartlett, Captain Crowninshield, and, last and most important, Captain Mahan, now recognized as the leading naval strategist of the world.

Not many years ago officers of our navy were making similar covert remarks about the Naval War College at Newport, and other efforts of Captain Mahan to advance naval science. Since that time they have changed their opinions.



## Brief Summary of War News

February 15th—Destruction of the *Maine* in Havana harbor.

March 28th—United States

Board of Inquiry reports that the *Maine* was blown up by external mine.

April 11th—President McKinley sends his Cuban message to Congress.

April 20th—The Government sends its ultimatum to Spain, and the Queen Regent opens the Cortes with a warlike message. The Spanish minister at Washington asks for his passports.

April 21st—Minister Woodford given his passports at Madrid. This is considered by our Government equivalent to a declaration of war.

April 22d—Havana harbor declared in a state of blockade. War opens with the *Nashville's* capture of the *Buena Ventura* and the *New York's* capture of the *Pedro*.

April 23d—President calls for 125,000 volunteers.

April 24th—Capture of the *Catalina* by the *Detroit*, the *Candida* by the *Wilmington*, and the *Saturina* by the *Winona*.

April 24th—Spain formally declares war.

April 25th—Congress formally declares war. States called upon for their quota of troops.

April 26th—Chairman Dingley reports War Revenue Bill to the House. The President adheres to the anti-privateering agreement of the Declaration of Paris. New York's militia called out. England proclaims her neutrality and contends that war began when Spain gave Woodford his

passports on April 21st. Spain appeals to the powers.

April 27th—Matanzas earthworks shelled and silenced by *New York*, *Puritan*, and *Cincinnati*. Steamer *Guido* made a prize by monitor *Terror*. Dewey's Asiatic squadron sails from Mirs Bay to Manila.

April 28th—Congress agrees to a naval appropriation bill of nearly \$47,000,000. Tampa made the point for massing troops for the invasion of Cuba. Spain's torpedo-boat *Temerario* leaves the harbor of Buenos Ayres.

April 29th—Movement of troops from Chattanooga to the seaboard. Naval bill passes the Senate. Spanish fleet leaves Cape Verd Islands. Cruiser *New York* silences the forts at Port Cabanas, Cuba.

April 30th—The *Paris* reaches New York in safety, and the *Oregon* and *Marietta* anchor at Rio Janerio, Brazil.

May 1st—Commodore Dewey demolishes the Spanish fleet in the Bay of Manila. Three Spanish cruisers, the *Castilla*, *San Juan de Austria*, and the *Reina Cristina*, completely destroyed, and two gunboats disabled. Three Spanish commanders and four hundred seamen lost; American casualties, seven men wounded, none killed.

May 2d—Commander Dewey orders Captain-General of the Philippines to surrender all his forts. This is refused. Manila cable cut.

May 3d—Administration decides to send reinforcements to the Philippines as soon as Commodore Dewey is heard from.

May 4th—The fighting ships of Admiral Sampson's squadron sail from Key West, after preparing

for a long stay at sea. The *Oregon* and *Marietta* leave Rio Janeiro.

May 5th—Arms for the Cubans are landed by the tug *Leyden*; the gunboat *Wilmington* assists in repelling the Spaniards.

May 6th—The French steamer *Lafayette*, of the Compagnie Générale Transatlantique, tries to run the Havana blockade after being warned not to do so. She is captured by the *Annapolis* and taken to Key West, but released afterward by order of the State Department.

May 7th—Commodore Dewey reports via despatch-boat to Hong-Kong that he had taken Cavite fortress in Manila bay after destroying eleven Spanish vessels. Riots are reported in Madrid and throughout Spain.

May 8th—It is decided to send a large force to invade Cuba at once, and about 5,000 volunteers to aid Dewey in holding the Philippine Islands.

May 9th—The President asks Congress to give Rear-Admiral Dewey a vote of thanks and commendation, which is made unanimous. It is decided to encamp 50,000 volunteers at Chickamauga, and to divide the other volunteers between their own state camps and strategic points near Washington, San Francisco, Mobile, Tampa, San Antonio, and New Orleans.

May 10th—The Spanish Cortes votes the war credits.

May 11th—The Spanish torpedo-boat destroyer *Destructor* is reported by an English steamship to have been seen to blow up in the Mediterranean. Major-General Merritt is ordered to the Philippine Islands as military governor.

May 12th—News is received of the arrival of the Spanish Cape Verd squadron at Martinique, West Indies. The gunboat *Wilmington*, the torpedo-boat *Winslow*, and the auxiliary gunboat *Hudson*, while in Cardenas Bay, are attacked by Spanish batteries and gunboats. Ensign Bagley and four of the *Winslow's* crew are killed, and the town of Cardenas shelled. An engagement is reported at Cienfuegos, in which fourteen Spaniards are wounded and the Americans are said to have been repulsed.

May 13th—Rear-Admiral Sampson reports that he has bombarded the forts at San Juan, Porto Rico, with a loss of two men killed and six wounded, the American squadron being uninjured. The flying squadron under Commodore Schley sails with secret orders from Hampton Roads.

May 14th—The Spanish fleet is reported at Curacao, off the Venezuelan coast, and Admiral Sampson off Puerto Plata, Haiti. The first American report of the Cienfuegos affair reaches Key West, and tells of the killing of Reagan, a marine on the *Marblehead*, and the wounding of five others, while cutting the cable in Cienfuegos Bay.

May 15th—The flying squadron reaches Charleston, S. C. Rear-Admiral Dewey reports the capture of a Spanish revenue-cruiser at Manila, and that he can still hold the bay.

May 16th—The Spanish fleet leaves Curacao, and Admiral Sampson's fleet is reported off Cape Haitien. The Spanish Cabinet resigns, and Señor Sagasta is charged with the formation of a new one.

May 17th—Rear-Admiral Dewey orders the *Concord* and the *Boston* to Iloilo, Philippine Islands, to

recapture the American bark *Saranac* and take the city. A new Spanish Cabinet is formed, with Sagasta again at the head.

May 18th—The *Oregon* is announced as safe by Secretary Long, though her exact location is not revealed.

May 19th—Spain's Cape Verde fleet is reported to have reached Santiago de Cuba. Commodore Schley's fleet, which reached Key West Wednesday, is expected to leave for a secret destination.

May 20th—The Spanish Admiral Cervera's fleet is reported at Madrid to have sailed from Santiago de Cuba. Sagasta declares Spain will fight until she obtains an honorable peace.

May 21st—It is announced that the monitor *Monte-rey* will be sent from San Francisco to Manila.

May 22d—The cruiser *Charleston* sails from San Francisco for Manila, via Honolulu.

May 23d—Troops are embarked on the transport *City of Peking* at San Francisco for Manila. The British steamer *Ardanmohr* is brought to Key West as a prize, but afterward released.

May 24th—Admiral Cervera's fleet is reported bottled up in Santiago harbor by the American fleets. The *Oregon* arrives at Jupiter, Fla.

May 25th—The President calls for 75,000 more volunteers. The transports *Australia*, *City of Peking*, and *City of Sydney*, with 2,500 soldiers, leave San Francisco for Manila.

May 26th—Commodore Schley reports by cable that he is off Santiago and that he believes the Spanish fleet to be in the inner harbor.

May 27th—It is reported that Cervera, with the Span-

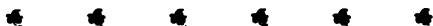
ish Cape Verde fleet, is not bottled up in Santiago, as has been thought.

May 28th—The cruiser *Columbia* is damaged off Fire Island by collision with the steamer *Foscolia*, the latter sinking.

May 29th—Commodore Schley reports sighting the Spanish fleet or part of it in Santiago harbor.

May 30th—Despatch is received that part of Spanish fleet has been seen in Santiago harbor and recognized. British steamer *Restonnel* brought into Key West, having been captured, May 25th, while trying to enter Santiago harbor with coal. *St. Louis* sails under sealed orders. General Miles and staff leave Washington for Florida. Troops ordered to Tampa.

May 31st—Troops at Washington make final arrangements to go to the front. Report received that troops being embarked at Tampa are to be sent to Porto Rico and also to Santiago. Aguinaldo, the insurgent chief at Philippines, reported loyal to United States; previous reports of his treachery denied.



## Latest News

MAY 24th the *Oregon* arrived at Jupiter, Florida, and on the 25th she reached Key West. The whole country has watched her trip with intense interest, and a feeling of relief is experienced everywhere at the news of her arrival. This battle-ship is one of the most powerful of our navy; she is a sister ship of the *Indiana* and *Massachusetts*; these vessels are considered the most powerful fighting machines in the world, for the reason that they can throw the greatest

weight of iron and steel at one discharge of their guns, and are at the same time heavily armored. In size they are 348 feet long, 69 feet wide, displacement 10,288 tons, and they draw about 24 feet of water. They differ from the ordinary type of battle-ship in having six turrets in place of two; in each of the two main turrets, one of which is situated in the forward part of the vessel and the other aft, they carry two breech-loading rifles of 13-inch calibre; flanking these two main turrets are four others carrying in each two 8-inch breech-loading rifles; below these and on the main decks are four 6-inch breech-loaders, twenty 6-pounder rapid-firing guns, and four Gatlings; in addition to these there are six 1-pounders and three torpedo tubes; the armor belt is 18 inches in thickness, turret 15 inches, and barbettes 17 inches. Barbettes are the structures which support and protect the mechanism connected with the turrets.

Saturday, May 28th, while cruising off Long Island, the cruiser *Columbia* was run into by the British tramp steamer *Foscolia*, and badly damaged.

Sunday, the 29th, it was stated that positive news had reached the Navy Department that the fleet was still at Santiago de Cuba, and on the 30th it was stated that Commodore Schley had cabled a confirmation of this news, having seen the Spanish vessels in Santiago harbor.

May 31st, the troops at Washington, were ordered to Florida, to prepare to move, and it is reported that the troops being embarked at Tampa are to proceed against Porto Rico and Santiago de Cuba, to co-operate at the latter place with Commodore Schley in the endeavor to capture Cervera's fleet.

## OUR ARMY AND NAVY.

**I**T will undoubtedly be interesting, now that the war forces of the United States are actively engaged, and when we are hearing so much about them, to know something of how these forces came to be organized and how they are now controlled.

Both the Army and Navy date from the nation's beginning. The Navy may be said to be the oldest, as in 1775 Congress passed an act ordering the building of thirteen frigates of war, thus laying the foundation of the American Navy. In 1781 the ships of war were put in charge of a Secretary of Marine; in 1789 their control was transferred to the Department of War, which was then created, and at that time controlled both the land and naval forces. In 1798 a separate Navy Department was created. From these early beginnings the Navy grew until the War of 1812, slowly but surely. In those days all boats were of wood, and a frigate was considered a powerful vessel. At the beginning of the War of 1812 the United States had ten of these and a dozen smaller ships; in addition to these they had a large quantity of what were then called gunboats, which were, however, very different from gunboats of to-day. They were little boats armed with a very small gun. Nowadays they would be very laughable if seen beside the modern monsters of war.

From the close of the War of 1812 until the outbreak of the Civil War in 1861 there was no special activity in the Navy; its growth was slow and by no means kept pace with the growth of the country. In 1861



the list shows that there were sixty-nine miscellaneous boats in the Navy, and by no means were all of these good fighting vessels. Of course, the war itself was a period of great activity; but after its close there came again a period of dulness, and it was not until about 1885 that the foundation was laid for what is so often called our "new Navy." Since that time we have steadily grown in naval strength, and the present war will determine how well we have "in peace prepared for war."

That our Navy has heretofore been so small, as compared with those of other great nations, has been due very largely to our peculiar position among nations. Without desire for conquest, with all our possessions together, a compact and a solid nation, it did not seem that we needed much naval force, as we did not wish to extend our territory and had nothing to guard except our coasts. Another thing that has made the growth of our Navy seem so slow is the fact that the nation has grown so rapidly.

Most people would have said that war could never come to the United States, and yet we find ourselves now engaged in a war with a European power. The result of that war will have a great effect upon the Navy. Not only will its successes add much to its good name, but if it should be decided to hold any of the Spanish possessions which we may capture, such as the Philippine Islands, Cuba, or Porto Rico, it will be necessary, beyond question, for us to maintain a large and powerful Navy.

The Army of the United States was informally organized in 1776 by the Continental Congress. In 1790 it was fixed by law at 1,216 men. From this

time there has been a steady growth upward, marked by periods of the employment of volunteers, such as the War of 1812 and the Mexican War. This growth continued up to the outbreak of the Civil War, when we had about 16,000 regular soldiers, or standing army. Large numbers of volunteers were employed in the Civil War, and it is estimated that on May 1, 1865, there were 1,000,000 men in the Northern Army. After the war was over a law was passed limiting the size of the Regular force to 25,000 men in times of peace, and these figures have been maintained until recently. Since the outbreak of the Spanish trouble Congress has authorized the raising of the standing army to 61,000 men.

It may seem strange that a country like the United States, where the population has grown from about 31,000,000 in 1865 to about 70,000,000 in 1898, should have but 25,000 regular soldiers. Reliance has been placed largely upon what is known in the Constitution as the militia. There has been much confusion in the terms Militia and National Guard. They differ in this way: Every able-bodied man between the ages of eighteen and forty-five is by law a member of the militia of his State. By an amendment of the United States Constitution the States are authorized, "for their security," to arm such part of the militia as they deem advisable. This armed organization is the National Guard. It constitutes a line of fairly well-trained men, not as proficient as their professional brothers of the Regular Army, and yet of value in a case of necessity, as has been proven in the present war. The President of the United States is by law commander-in-chief of the land and naval forces of

the country, as well as of such part of the militia "as may be called into the service of the United States." There are at least 10,000,000 men in the militia. There are about 120,000 in the organized militia or National Guard.

By a bill passed 16th of July, 1862, there are nine grades of officers in the Navy and eight in the Army. The grades are as follows,—the corresponding grades in the Army and the Navy being opposite each other:

NAVY.	ARMY.
Rear-Admiral.....	Major-General.
Commodore.....	Brigadier-General.
Captain.....	Colonel.
Commander.....	Lieutenant-Colonel.
Lieutenant-Commander.....	Major.
Lieutenant.....	Captain.
Master.....	First Lieutenant.
Ensign.....	Second Lieutenant.
Midshipman.	

After this time higher grades were created as compliments to certain officers for great distinction. For instance, in 1864 Farragut was made a vice-admiral, and in 1866 was made a full admiral, Porter becoming vice-admiral at the same time. Grant was made a lieutenant-general after the war, and later Generals Sherman, Sheridan, and Schofield were so honored; but the actual army is limited to the grades given.

# The Great Round World

## And What Is Going On In It

Vol. II., No. 23.

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**With  
the  
Editor**

WE wish to call our subscribers' attention to our new binders for THE GREAT ROUND WORLD. During the past year we have received many requests for missing numbers, also suggestions that some sort of cover or holder should be supplied, in or-

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der that numbers might be kept together, constant reference being made to back numbers, the loss of one causing much inconvenience. After giving the matter careful study, we have at last succeeded in making a handy case, in which the numbers as issued may be inserted. This case is strongly bound in cloth, with a handsome design on back and sides; the copies of **THE GREAT ROUND WORLD** can be inserted without mutilating them in any way, and be kept clean and in condition for binding.



## Letters

EDITOR OF THE GREAT ROUND WORLD.

I am very much interested in the war, and would like to do something for my country. Could you suggest something that a little girl could do?

Respectfully yours,

ALMA D.

Other boys and girls are gathering illustrated papers, periodicals, and books to be forwarded to the soldiers and sailors. You can help in this way.

EDITOR OF THE GREAT ROUND WORLD.

In your issue of April 21st, you speak of the Russian officer Milutine having said that no Christian had ever succeeded in entering and leaving Mecca before his doing so. Sir Richard Burton distinctly states that he was the first man ever to accomplish this feat, as you will see by his book. Who is correct?

Very truly yours,

J. T.

If you read the account again, you will see that

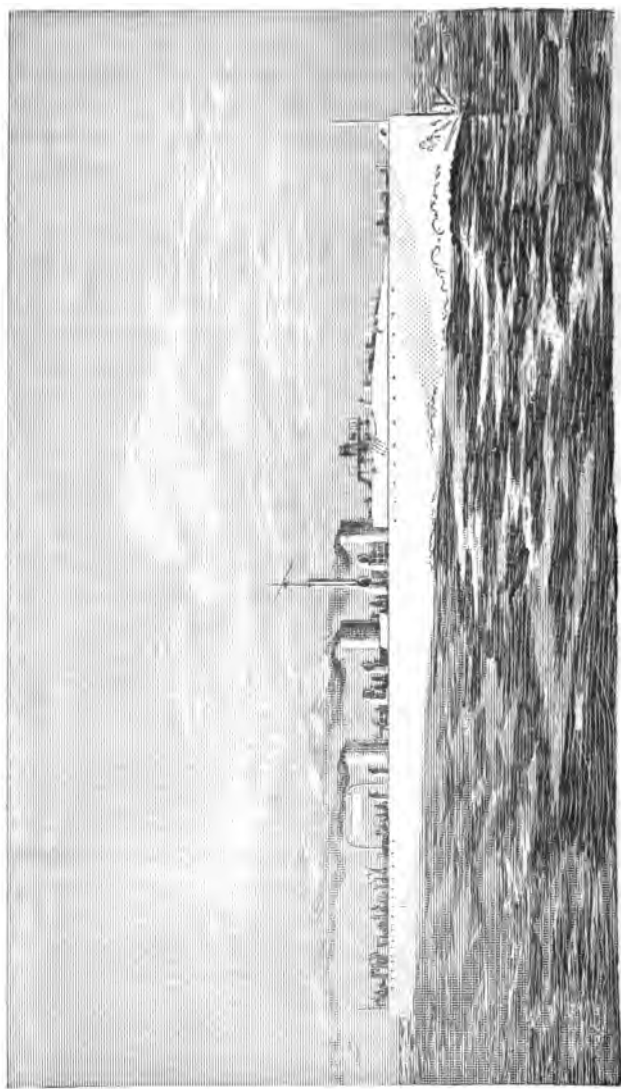
Milutine is quoted as having said that he had heard that no Christian had previously gone to Mecca and returned safely. It is true that Burton did precede Milutine.

EDITOR.



## New Books

**"MANIPULATION** of the Microscope," Edward Bausch (Rochester: Bausch & Lomb Optical Co.). At this season of the year, when so many of our readers are interested in the study of botany and other nature work, the use of the microscope enters largely into their work—and yet how few people really understand this most useful instrument. The writer of this admirable little book very sensibly assumes that his readers are anxious to learn the subject from its simplest form to the more complex details, and he has therefore made a thoroughly useful book. Few people realize the delight of using a microscope intelligently, nor do they grasp the true value of even the simple pocket forms of this invaluable little instrument. If they did properly appreciate the microscope, every boy would carry a two or three loop lens, and find it as useful almost as the indispensable jackknife. The wonders of field, forest, and seashore are not thoroughly appreciated unless the microscope is used—*intelligently*.



SPANISH TORPEDO-BOAT DESTROYER, "FUROR."

# Current History



IN our last number we give a review of the first month of the war. In glancing over the news, it is extremely interesting to contrast the losses of Spain with those of the United States. In the campaign off Cuba, we have had less than thirty men killed and wounded, whereas the Spaniards have lost several hundreds; they have had many of their fortifications destroyed, and have suffered great damage in other ways—by the capture of vessels, etc. In the far East, Spain's fleet was destroyed, and many men killed and wounded; against this was a loss on our part of one man killed and six wounded, and approximately no damage to our vessels.

The escape of the *Oregon* is considered another victory for us, as during that trip of about fifteen thousand miles she might easily have been intercepted and destroyed had she not been splendidly handled. Her run of four thousand miles between San Francisco and Callao (cal-ye-ä-o) is the longest ever made by a battle-ship without stop, and in the latter part of her trip, on one long stretch, she averaged over fifteen knots, a wonderful speed at the end of a trip of over ten thousand miles—for a vessel's bottom becomes very foul with barnacles, seaweed, etc., which greatly retard its passage through the water.

Authority for pronunciation of proper names. Century Dictionary.



It is reported that, while coaling at Rio, a number of dynamite-bombs were smuggled into the coal, but fortunately they were discovered by the sailors.



**A**CTION in reference to neutrality has been taken by Russia, Greece, Venezuela, the Netherlands, and Canada. The declaration of neutrality by Venezuela is of special importance, as Spain's fleet would have found Venezuelan ports of inestimable value as places of refuge and for the purpose of coaling. Venezuela expresses her position in the one sentence: "The Republic will observe the strictest neutrality during the contest." No statement is made, however, as to what will be considered contraband.

The Dutch proclamation of neutrality, in addition to the usual forms, especially cautions the citizens of the Netherlands against becoming connected in any way with privateering; and the Dutch vessels are also required to respect the blockade; in reference to coal, the Dutch regulation is that only enough shall be sold to permit Spanish or American vessels to reach the nearest port of their country.

The Russian proclamation contains a statement to the effect that the Imperial Government, in concert with the other powers, had endeavored to find a means which would prevent an armed conflict between the two countries; that such friendly measures were without result, and that the Imperial Government "witnesses with regret the armed conflict between two states to which she is united by old friendship and deep sympathy; it is firmly resolved in regard

to the two belligerents that a perfect and impartial neutrality will be observed."

Greece has simply declared that the strictest neutrality will be maintained.



ON the 25th of May, President McKinley issued a call for 75,000 additional volunteers; of the previous volunteers called for, about 112,000 have been mustered into the army; with the addition that is now called for, the army will number about 250,000; and it is expected that active operations will be begun at once, and that Porto Rico as well as Cuba will be seized at the earliest possible moment; it is expected that part of our fleet will proceed at once to San Juan, Porto Rico, and destroy the fortifications there, so that our army can without serious opposition land on the island.



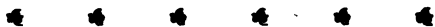
THE cruiser *Columbia*, which was disabled in a collision off Long Island, is being rapidly repaired in the Brooklyn Navy-Yard. If she had not been very strong there is little doubt but that the *Foscolia* would have cut her in two; the frames of the vessel, however, are so well constructed that these, with the protective deck, prevented more serious damage. Naval officers are very much pleased to find how well the vessel withstood the collision; they say that if the *Columbia* had been a ship like the large ocean liners, nothing would have prevented her sinking with the ship that struck her. When the officer on the *Columbia* saw that a collision was inevitable, he

gave the order "Full speed ahead"; it is very fortunate that he did so, as otherwise the *Foscolia* would have hit her amidships; and the damage must then have been very serious, as the water compartments in that part of the vessel are large, and when filled might have caused her to capsize. The damage proves to be much less severe than was at first thought; after two or three weeks it is thought she will be on duty again.

This is not the first time that the *Columbia* has been in trouble of this kind; two years ago she collided with the *Wyanoke*, a coasting steamer; in spite of the trying circumstances at that time, not a man was lost on the sinking coaster, so perfect was the discipline on the *Columbia*.



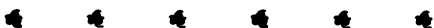
IT is reported that the balloons recently received from Paris will be sent forward with the first expedition to Cuba; arrangements for equipping the balloon train are under charge of Lieut. Joseph E. Maxfield of the Signal Service. It is reported that one of the French balloons will be first given a careful test from the deck of one of the war-ships off Cuba. The necessary plant for generating the gas is already in Tampa; the gas will be forwarded in steel tubes, which will hold a large volume when the gas is compressed.



IT is now proposed to take the necessary apparatus to Cuba, and have pictures of the bombardment of Havana and of other engagements made for reproduction with the cinematograph. Dr. D. S. Elmen-

dorf is now at Tampa, Fla., making elaborate preparations for taking these pictures. The cinematograph is a wonderful invention. By a clever arrangement hundreds of photographs are taken, one after the other, with marvellous rapidity; these pictures are printed on a long strip, and made to pass through the magic lantern as rapidly as when the photographs were taken; the result is a composite picture which, when thrown upon a screen, reproduces every motion.

Edison was the one who invented this system of taking in succession very rapidly a great number of pictures of moving objects. We hope that Dr. El-mendorf will be successful, for we will then be able to see these interesting scenes; and if by a clever use of the phonograph or graphophone he can record the sound of the guns, we may not only see, but hear, the battles.



**I**N THE GREAT ROUND WORLD last year we described experiments that were being made with kites by Mr. W. E. Eddy, of Bayonne, N. J., who has been largely instrumental in promoting interest in scientific kite-flying. Kites have been made of such power as to carry a heavy cable from one point to another over some obstruction, or to lift a man some distance from the ground for the purpose of observation. It is now planned to make use of the kites for offensive and defensive purposes in connection with the invasion of Cuba. These kites can be raised to an enormous height and photographs taken of the country, or, if necessary, by a clever device which slides on

the string of the kite, dynamite can be carried to a point over the enemies' camp or fortifications and dropped into them.

It is also believed that the kite will be of great value for signalling purposes, especially at night, as it will be possible to hoist electric incandescent lamps to a great height above the earth and signal by turning the light on or off in accordance with a settled code. Mr. Eddy estimates that it will be possible to drop fifty pounds of dynamite at a time from a distance a mile away; the plan is to send up these kites from within the lines of the attacking force and drop the dynamite into the fortifications of Havana. The men who fly the kites can remain out of sight of the forts; and the kite will be such a small mark and so high up in the air as to be very difficult to hit with a rifle-ball.



**A**FTER a great deal of discussion in Congress, and many delays in finishing our war-ships because of the price asked for armor by the large armor companies, it was decided that the maximum rate—that is, the highest price—that the Government would pay should be \$400 per ton; until this change was made neither of the great armor-plate manufacturers would bid, and, as a result, armor was not obtainable. May 24th, bids were opened for supplying the three battle-ships, *Illinois*, *Alabama*, and *Wisconsin*, now being constructed by the Union Iron Works, Newport News. About a year ago the Government advertised for bids for supplying this armor, but no bids were received because Congress had made the limit of price too

low. Bids opened on the 24th were from two companies, the Bethlehem Iron Works and Carnegie & Co. It is evident that an arrangement had been entered into between the two, as one company bid to supply the armor for the *Alabama*, and the other for the *Wisconsin*, the bids in each case being the same—that is, at the maximum price of \$400 per ton.

The armor for the *Alabama* will cost \$1,022,504; that for the *Wisconsin*, \$1,023,504; the first of this armor will be delivered in about seven months, and thereafter about 300 tons will be delivered monthly. At this rate it will be about fifteen months before the last of the armor is ready.

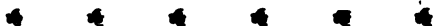


IT is reported that Spain is about to sanction the commission or fitting out of privateers to prey upon our commerce. In the Spanish newspapers appear almost daily criticisms of our *cowardly* methods of carrying on the war. At one time it is stated that our vessels have been seen flying the Spanish flag in order that they may surprise some ship of theirs; at another time our *cowardly* attack upon some fort in Cuba is mentioned, when we sneak up under cover of darkness only to beat a hasty retreat when the first gun is fired.

In the face of such conduct, it is claimed by the Spaniards that we are entitled to no consideration, and it is believed both here and abroad that all of this kind of absurd talk means that Spain contemplates a resort to privateers to get even with us.

Privateers, in former years, when fitted out by Spain have acted so much like pirates that they have

been considered and treated as such by England and by other nations, and the whole system has been so seriously condemned that it is believed that, should either Spain or this country fit out privateers, other nations would immediately interfere and put a stop to it.



THERE has been considerable discussion in reference to Hawaii; the question of annexation is favored almost universally by our people and in Congress; in fact, the annexation of the island is now considered not merely advisable, but absolutely necessary. In sending troops from this country to the Philippine Islands we must stop on the way for supplies, and should Hawaii be captured by the Spaniards or annexed by another power, it would prove a very serious matter to us; it is to be hoped that the question of annexation will be settled at once.



VERY little news of interest is received from Spain. In the list of the new Spanish ministry, published week before last, we included the name of Señor Leon y Castillo as Minister of Foreign Affairs; Señor Castillo did not accept the office, which was then offered to Duke Almodovar de Rio, who has accepted.

The duke said that he did not wish the office, but accepted it on patriotic grounds, "as every Spaniard is bound to devote all his powers to the defence of his country." The duke is well and favorably known in England, where he was educated, and it is considered that the choice for this office is a good one.

The Spanish Minister of Finance, in discussing Spain's financial condition, recently said that he considered it satisfactory, and that the payment of all expenses of the war is assured; as a means of raising additional funds he proposes to convert the floating debt, now amounting to about 500,000,000 pesetas, into treasury bonds of small denomination, and to extend the Bank of Spain note issues. Spain may by this issue of additional paper money find herself in as unfortunate a position as did Cuba when Weyler endeavored to force paper money upon the people there. With an increase of twenty per cent. on taxes of all kinds, and with a paper money of doubtful value, Spain will indeed be in a sorry predicament.

Later reports from Spain would indicate that a crisis is approaching; business is at a standstill, and a famine imminent, as provisions are so high as to place them beyond the reach of the poorer people. It is thought that if an encounter with our fleet ends in disaster to Admiral Cervera, a revolution is inevitable. It is said that Emperor Francis Joseph of Austria has advised the Queen to leave the country, but that she has expressed her determination to remain and face the result.

\* \* \* \* \*

**L**IEUTENANT CARRANZA, to whom we are indebted for the admirable explanation of why Spain should not be held responsible for the *Maine* disaster, published in *THE GREAT ROUND WORLD* some weeks ago, is having an unpleasant time in Canada. Together with several other Spanish officials he has been carrying on an "information bureau" for the



Spanish Government; by information bureau we mean a system of receiving and forwarding reports to the Spanish Government in reference to our fortifications, etc. The present trouble has arisen from the fact that a letter containing important information has



NEGRO TYPE—PHILIPPINE ISLANDS.

been mislaid; he accuses Joseph Kellert, a Montreal detective, and two other persons of entering his room and stealing this letter. They are making such a fuss over the matter that the letter must have been an exceedingly important one.



**A** DESPATCH has been received from Admiral Dewey, dated May 20th, addressed to the Secretary of the Navy; he cables as follows:

"Situation is unchanged. Blockade is continued.



MALAY TYPE—PHILIPPINE ISLANDS.

There is a great scarcity of provisions in Manila. The foreign subjects fear an outbreak of Spanish soldiers; arrangements have been made for the transfer of these foreign subjects to Cavite if necessary. The rebel commander-in-chief, Aguinaldo, who was brought here by the *McCulloch*, is reorganizing a



THE CASINO ESPAÑOL, FACING PLAZA, SANTIAGO DE CUBA.

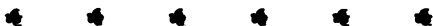
force, and may render assistance that will be valuable."

The first shipment of troops to the Philippine Islands started May 25th on the three transports, *City of Peking*, *Australia*, and *City of Sydney*. When these vessels left San Francisco, late in the afternoon, the shores were lined with people, and there was great enthusiasm. These three transports carry about twenty-five hundred men; the expedition is under command of Brigadier-General Anderson, and consists of four companies of regulars under Major Robe; the First Regiment California Volunteers, Colonel Smith; the First Regiment Oregon Volunteers, Colonel Summers; and a battalion of fifty heavy artillery, Major Gary; and in addition to these a number of sailors, naval officers, a large amount of ammunition and naval stores for Admiral Dewey's fleet, and supplies sufficient to last a year. It was expected that the fleet would arrive at the Sandwich Islands by Tuesday, May 31st; it will proceed from this port in company with the *Charleston*, and should arrive at Manila about June 20th. A detachment of the United States Engineers was ordered from Willets Point, N. Y., to the Philippines, under command of Captain Langfitt; Captain Langfitt is an expert in the matter of torpedoes and harbor defences of this kind, and it is thought that his mission at the Philippines will be to fortify the different harbors by planting mines, torpedoes, etc.

Now that the reinforcements are well on their way, there is no reason to feel any anxiety in reference to any expedition which might be sent from Spain.

The shortest route from Cadiz is, of course, by way of the Suez Canal; the distance by this route is over 8,000 miles; from San Francisco to Manila, by way of the Sandwich Islands, is but 7,000 miles; therefore we have at least a week the start of any expedition which might leave Spain. The troops sent on the three transports which sailed May 25th will be sufficient to garrison Corregidor Island; with strong fortifications on this island at the entrance of Manila Bay, it is believed that we can prevent the entrance of any fleet. The only fleet which it is possible for Spain to send at this time is Admiral Camara's; in this there are but two armorclads, the *Pelayo* and *Emperador Carlos V.* Admiral Dewey would not consider them sufficiently formidable to give him any anxiety.

Unless we meet with misfortune or great reverses in dealing with the Spanish forces now at the Philippines, there is little doubt but that they are ours by this time.



**N**OW that the Philippine Islands are to be kept by us, the previous regulations in reference to mails have been changed. When war was declared the Post-Office Department shut off communication with the Philippine Islands, as well as with other Spanish countries. A new order has been issued, and mail may now be sent to the Philippine Islands by way of San Francisco. In times of war this country permits soldiers to mail letters to their homes without prepaying postage; this is a great advantage to them, as we can readily understand that while on a campaign post-offices cannot be reached and postage

stamps are not easy to get. The officers or men have simply to write on the letters, "Soldier's letter," "Sailor's letter," "Marine's letter," and they will be carried by post to their destination and postage collected there without extra charge. Under ordinary circumstances letters will not be carried unless partly prepaid; and if foreign postage is not fully prepaid a penalty in the shape of extra postage is added to the regular rate, and collected upon delivery.



EUROPEAN powers are watching with great interest our movements in the East. Admiral Dewey's victory, it is considered, has put an end to Spanish sovereignty in the East. European governments evidently expect the United States to keep the Philippines, and it is difficult to see any other solution, as it will certainly not be advisable to return the islands to Spain, nor would this be consistent with the "war for humanity's sake." Spain's cruelties in the Philippines have been even more excessive than in Cuba, and we certainly should not again place the islands in the hands of that cruel taskmaster, Spain. It has been suggested that we cede them to some European power; the question is, Can we do this? These powers are so jealous of each other that they will not stand quietly by and see any one of their number favored by a gift of such importance; on the other hand, the presence of an American colony in Eastern Asia will be a thorn in the side of the great powers; we have, therefore, to choose which horn of the dilemma we shall accept. The final settlement of the matter will, no doubt, cause many new complications and

material changes in the traditional policy of our Government.



THE mysterious sailing of the steamship *Adria* from Key West, a week ago, has attracted a good deal of comment; it is said that she had on board many miles of submarine cable, together with the necessary appliances for grappling, splicing, and laying, and telegraphic instruments for use on shore. It is believed that the purpose is to cut the cable off shore, splice a piece to it, and carry it to some unfrequented spot and there establish a cable station; this would enable our authorities to communicate quickly with Washington when the invasion of Cuba takes place, or to keep the insurgents advised as to our movements.



A VERY interesting question of international law has been brought up by the cutting of the cables by Admiral Dewey; it is claimed that by doing this he has established an international precedent, for his cutting of the cable connecting a country at war with another country is a forcible interference with communication which has not been practised in any previous war.

The question of cable-cutting has never come up before as a means of offensive warfare, as it is only in recent years that there has been any extensive laying of cables. Dewey's example has been followed by the blockading fleet off Cuba; this fact establishes beyond all peradventure the position that this Gov-

ernment has assumed. The British Government evidently believes that in the time of war the right to cut cables connecting the opposing nation with other countries is one which may be assumed without violation of international law. In a speech on this matter, Mr. Balfour, First Lord of the Treasury, quoting in Parliament a few days ago an agreement made in Paris in 1884, in reference to the protection of cables by different nations, said: "By Article XV. of this convention, in time of war a belligerent signatory to the convention (that is, a country signing this agreement) is as free to act with respect to submarine cables as if the convention did not exist. I am not prepared, therefore, to say that a belligerent, on the ground of military exigency, would under no circumstances be justified in interfering with cables between the territory of the opposing power and any other part of the world."

Our State Department considers that this statement on the part of Great Britain commits that country to the policy regarding cables which we have recently put into practice; her approval of our action virtually establishes this right as a principle of international law.



**V**ERY serious trouble is anticipated in Italy because of the hopeless poverty of much of the peasantry, and the apparent inefficiency of the present system of government. The Italian peasant barely succeeds under the most advantageous circumstances in obtaining food enough for himself and family; consequently every change in the price of bread is a se-



rious matter to him; under the present Government the taxes have become heavier, and this is sure at no distant date to bring about a crisis; that this crisis is near is shown by the recent bread riots. The only hope of averting trouble is a change in the policy of the Italian Government.

Many people in Europe are asking why the price of wheat continues to advance, as there is apparently no reason, for the Spanish-American war has created no increased demand, nor has it seriously interfered with the shipment of grain. The increase in price is accounted for, by those who are familiar with these subjects, on the ground that there seems to be a general conspiracy to hold back supplies from Europe in the hope of obtaining higher prices, and in consequence scarcity is created in certain markets, thus causing the rise in price both there and elsewhere, and with each rise in price comes additional reason for the holding back of supplies on the part of the speculators who are manipulating the market.



IT is rather interesting to turn from the account of the riots in Italy to a brief history of Joseph Leiter's famous wheat deal. This wheat deal, which has just been closed, is the most remarkable that has ever been known in the history of the grain markets. Leiter has not only made himself rich, but has added to the wealth of the farmers in the West enormously. Every effort on the part of other speculators to force Leiter to the wall has been unsuccessful. Last fall when he was buying, they turned over enormous

quantities of wheat, but he seemed to have untold millions at his command, for he met every offer with cash, and demonstrated that he had more money if they could furnish more wheat: the result was that wheat went up, up, up, until it reached nearly \$2 a bushel, and Leiter has made, it is estimated, over \$4,000,000, or nearly \$500 *an hour* since April of last year.

The account of the troubles in Italy, and the great prosperity resulting from Leiter's success here, simply demonstrate what has been called attention to before—that what affects one part of the world has its influence upon the rest. A contribution from the prospered wheat farmers (and Leiter) to the suffering poor in Italy would not be amiss under the circumstances.

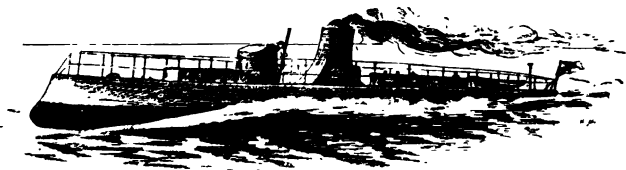


**I**N our recent numbers we mentioned the trouble in the Sierra Leone Protectorate. This trouble has been ascribed to the hut tax; this tax is practically the only tax levied upon the natives, and it is for the purpose of raising sufficient revenue to prevent slave-trading. The trouble in this colony has arisen indirectly, not directly, as a result of this tax, as the slave-traders have used it as a pretext for stirring up the rebellion among the natives. England for many years has been doing her best to suppress slave-trading, and the slave-traders make use of any grievance, imaginary or otherwise, in their attempts to overthrow the power of the white men, in order that their barbarous man-hunting may not be interfered with. Several men-of-war have been sent by England to Sierre Leone, and are to be reinforced by

others; troops have also been sent to the assistance of the missionaries and others whose lives are endangered by the uprising of the natives.

Day by day news from this district becomes more alarming; all of this part of Africa is at the present time in a state of great excitement, and it is expected that great difficulty will be experienced in suppressing the revolt. Early in May, the rebels attacked the American mission at Rotufunk and killed five of the American missionaries—Mr. and Mrs. Kane, Miss Archer, Miss Hatfield, and Miss Schenck. Their bodies have been recovered.

The hut tax, which has been made a pretext for all this trouble, amounts to about one shilling a year for each member of the population, or, in case of families, five shillings for each family. The insurrection was started by a native chief who has given the colonial government much trouble heretofore.



**D**URING the latter part of May there were first rumors, then reports, and then confirmed reports that the Spanish fleet was at Santiago, Cuba, and that it was caught as in a trap by our war-vessels.

The harbor of Santiago is a deep one, with a very

narrow mouth, as stated in a recent issue of THE GREAT ROUND WORLD. The Navy Department feels extremely happy over the locating of the Spanish fleet and the fact that it may be kept where it is for the present; this will make possible the invasion of Cuba and the carrying out of the general plans of the campaign without fear of having them interrupted by attack from the Spanish vessels. Santiago is not very well supplied with provisions, and it will be but a question of time when the Spanish fleet must either force their way out of the harbor or else surrender. It is to be hoped that the capture of this fleet will be accomplished without battle, for battle will mean a large loss on both sides, and it can have but one ultimate outcome. The inevitable may be deferred, but the United States is pretty sure to win in the long run.

One or two of our battle-ships or monitors stationed at the entrance of the harbor will be sufficient to prevent the exit of the Spaniards, even if we do not succeed in so blocking the channel with obstructions as to make exit impossible; this will leave the rest of our fleet free to operate elsewhere. Great vigilance will be exercised to prevent the Spanish torpedo-boats from running out and attacking our vessels under cover of darkness. The entrance to the harbor is so narrow that a patrol of small boats can be established, making such an attack almost impossible.

Cables connecting Cuba with the world outside are being rapidly located and cut, and by the time this paper goes to press Cuba will no doubt be cut off entirely, and we will cease to see reports from Madrid of what is going on in Havana and elsewhere in Cuba.

**Latest  
News**

May 31st Commodore Schley made an attack upon the forts at the entrance to the harbor of Santiago, with the intention of ascertaining the position and strength of the fortifications. At one o'clock in the afternoon of that day the signal to form column was hoisted on the *Massachusetts*; the *New Orleans*, *Iowa*, and *Vixen* followed her as she steamed slowly toward the harbor entrance. When between three and four miles from shore two of her 13-inch guns were fired; it is reported that one of the shells struck the partly dismantled Spanish war-ship *Reina Mercedes*, crashing through her bow and killing a number of men; two shots followed quite near the same vessel; the two guns in the forward turret sent their projectiles so close to the Spanish flagship that the spray was thrown all over her. The shore batteries at this time began a rapid fire on the *Massachusetts*, but she was soon beyond their range. The fire was then turned on the *New Orleans*; the shells from this vessel struck the large battery on the hill above Morro Castle, and a great cloud of dust and débris rose in the air as the shells burst. They must have done considerable damage; the shells which followed sent portions of the wall of Morro Castle tumbling down, a mass of ruins. Almost every shot found a mark in either the batteries or vessels. It was the *Iowa's* turn next; her shells made things lively for the Spanish fleet in the harbor, although it is believed she was not successful in hitting any of the Spanish vessels. The little *Vixen* swept along after her predecessors, and banged away with her one 6-pounder

with as great an air of importance as if it had been a 13-inch rifle; then she steamed away in a triumphant manner, as much as to say: "I have done my share." The commodore promptly ordered her to keep out of danger. The ironclads turned, and a second time bore down on the harbor, and when within five miles the shells began again to fall thick and fast around the Spanish vessels, although accurate firing was almost out of the question, as the vessels were behind the hill out in sight, and range could not be ascertained. The Spaniards kept up a brisk cannonade long after our vessels had stopped firing; a tremendous amount of damage was done—to the Caribbean Sea; their shells did not come within a mile of our vessels.

June 3d the auxiliary cruiser *St. Paul* returned to New York, after a two weeks' cruise in West Indian waters; she had been detailed for guard and scout duty, and was one of the first to discover the Spanish fleet in Santiago Bay. She left Key West May 18th, and arrived off Santiago about the 20th. The *St. Louis* had been detailed for similar service, and had been watching Santiago harbor with the expectation that the Spanish vessels would attempt to enter there; she, however, left on the 19th. It is supposed that Admiral Cervera must have entered the harbor in the twenty-four hours between this date and that of the arrival of the *St. Paul*.

As it was advisable that her whereabouts should not be discovered to the Spaniards, the *St. Paul* cruised backward and forward about twenty miles out; she kept this distance off shore in order that the Spanish torpedo-boats might not make a dash out of the har-

bor in the darkness and torpedo her. It was not until the 23d that anything was seen of the Spaniards. Captain Sigsbee is quite confident that on this date he identified the *Vizcaya*, the *Christopher Colon*, and several torpedo-boat destroyers within the harbor; they were evidently making preparations for departure, but were too late, as our fleet under Commodore Schley reached the harbor before they could get away.

The only excitement that the *St. Paul* had was the capture of the collier *Restormel*. The vessel was sighted very early one morning about five miles from the harbor entrance, running with all speed to obtain the protection of the batteries on shore. The *St. Paul* was too quick for her; crowding on all steam, the collier was soon overtaken and stopped by a solid shot fired across her bows. A prize crew was put on board and the vessel sent to Key West.

The *St. Paul* is off again; her destination is, however, a secret.

Another "great victory" was reported by the Spaniards on June 4th. In the despatch from Madrid it was stated that one of our most powerful vessels attempted to enter the harbor of Santiago de Cuba and had been blown up by a torpedo and sunk, her crew of six men and one officer being captured. There was something very inconsistent about the statement "most powerful vessel" with a crew of six men and one officer, but apparently the Spaniards overlooked this. The fact of the matter is that Admiral Sampson decided to close the harbor effectually, and in order to do this sent the collier *Merrimac* to the entrance of the channel and had her sunk there.

This brilliant exploit was planned by a young offi-

cer, Lieut. Richmond Pearson Hobson, who with seven volunteers carried it out in a most gallant way.

At this distance and without experience of the fearful effect of modern gunnery, we cannot appreciate what a dangerous errand these brave men undertook. To sail close under the guns of many batteries and forts, through a narrow channel known to be mined, was to face death, and almost sure death—an act which will make their names famous. Yet when volunteers were called for, every man stepped forward and begged to be taken.

At three o'clock Friday morning the *Merrimac* started. In the darkness she succeeded in getting well in shore before she was discovered; then shot and shell made the water white with spray all around her. But the brave fellows never flinched, and on they sailed until the narrowest part of the channel was reached. Down went the anchor, and soon a dull report in her hold told of the successful explosion of the torpedo which was to blow her bottom out and make her sinking certain.

The crew left and succeeded in clearing the vessel before she went down. But two are reported to have been wounded, and these but slightly. All were captured and taken to Morro Castle.

The great bravery of the gallant fellows was recognized by Admiral Cervera and he sent a boat with a flag of truce to advise Admiral Sampson that the men were safe and would be exchanged. This act of the Spanish admiral has won for him a feeling of great admiration in this country. It was the act of a noble man.

The Spanish fleet is not only bottled up now, but the cork is in the bottle.



## THE FLAG.

**M**ANY questions have reached us from subscribers and friends concerning the meaning and reason for the stars and stripes on the United States flag, and how the United States came to choose the colors and design of the flag.

Early in Revolutionary times, each colony had its own flag, and they were very varied in design, and some had strange designs. The colony of Massachusetts had a pine-tree on its flag. South Carolina had a rattlesnake on a yellow flag, and underneath the snake the motto: "Don't tread on me." New York had a white flag with a beaver on it; and Rhode Island a white flag with a blue anchor.

Many variations of the "stars and stripes" are found in the flags used during the first years of the Revolution. Some have red and white stripes, with the field (where the stars are in the flag we all know) like the field of the British flag—red, white, and blue lines crossing one another. This design in the corner of a flag is called its "jack," and is often used alone.

In 1777, Congress declared that the flag should have thirteen horizontal stripes and thirteen white stars on a blue field, each representing one of the thirteen States. The idea of the adoption of the grouping of stars and stripes was doubtless taken from the arms of the Washington family, which consisted of a white shield with two horizontal red bars, and above these three red stars.

It was the original intention to add a stripe and a

star for each state admitted to the Union, and the grouping of the equal stripes was supposed to represent the unity of the Federation. In 1792 the stars and the stripes were both increased to fifteen on account of the admission to the Union of the States of Vermont and Kentucky, and, after this, others were added. In 1818, Congress decided to return to the original thirteen stripes, and to add a star for each new State, which plan has been followed since. The three colors, red, white, and blue, symbolize valor, purity, and truth.

The United States has but one national flag, which is flown alike on buildings, men-of-war, and merchant vessels, and to us Americans its purity and beauty appeal strongly.

A number of the foreign nations have different flags, known as the royal standard, the war flag, and the merchant flag. For instance, Spain has the three. The colors of Spain are red and yellow. The navy flag consists of three horizontal stripes—yellow in the middle, and a narrower red band at top and bottom. On the yellow band near the staff is a coat of arms surmounted by a crown. The merchant flag is made up of five horizontal stripes—a yellow in middle, a narrow red, then a narrow yellow, and then a broad red above and below. The colors, red and yellow, were the colors of the royal house of Aragon, whose fortunes were closely allied with the Spanish crown. The royal standard of Spain is an elaborate affair, divided into four parts, containing the heraldic arms of leading families of Spain, and many devices indicating the control of Spain over countries which it once held sway over, but which

have long since been lost to her, as Holland, Portugal, etc.

France uses the "tricolor," a flag of three vertical equal stripes, red, white, and blue, the blue being nearest the staff. France has undergone many political changes, and this, the flag of the Republic, was adopted in 1789.

Germany's national flag has a white ground, divided into four parts by black lines—one broad black line and a narrow one on each side. At the centre is a circle containing the Prussian crowned eagle. The upper quarter, by the staff, is divided into three equal horizontal stripes, black, white, and red, and on these is a Maltese cross—the iron cross of Germany.

The German merchant flag has red, white, and black horizontal stripes.

Flags have grown by custom and international law to represent nationality. If they are insulted the insult is to the nation. In war they are protected by lives, and in peace they pass around the world, or float from their staffs on land—marks of their nation's strength and supremacy.

# The Great Round World

## And What Is Going On In It

Vol. II., No. 24.

JUNE 16, 1898

Whole No. 84

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**With  
the  
Editor**      We have received a number of inquiries from our young subscribers in reference to what they may do for the soldiers and sailors. The following circular letter which has just been received will, we feel sure, interest all of our subscribers. The work outlined is certainly to be commended, and we

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hope to hear of branches of this society being started in other parts of the country.

**FIRST NEW YORK AMBULANCE RED CROSS EQUIPMENT SOCIETY.**

(Auxiliary to American Red Cross Relief Committee.)

Honorary President,  
BISHOP POTTER.

Treasurer,  
ROBERT BACON  
(J. P. Morgan & Co.).

“ORANGE, N. J., May 31, 1898.

“The First Dearborn-Morgan School Auxiliary of the New York Ambulance Red Cross Equipment Society has been organized for the purpose of interesting boys and girls in the present relief work of the Red Cross. The Red Cross is an international society which was formed to give help to the wounded in war-time, irrespective of friend or foe.

“The purpose of the New York Ambulance Red Cross Equipment Society is to assist the Red Cross during this war between America and Spain by providing ambulances and ambulance launches for moving sick or wounded soldiers to field hospitals or hospital ships.

“All contributions to the First Dearborn-Morgan School Auxiliary may be sent either to the President or to the Treasurer.

“It is earnestly hoped that all boys and girls will assist in this national work.”



**New Books**

“The General’s Double,” by Captain King, and  
“Trooper Ross and Signal Butte,” by the same author,

come to us from the press of J. B. Lippincott Company. The former is a capital story of the Civil War, the plot being based upon the remarkable likeness existing between two men in the Union army. It has all of the charm of the works of this favorite author.

The second book contains two stories, the heroes of both being boys. The first, "Trooper Ross," describes the adventures of an officer's son, his exciting experiences with Indians on the plains as a little chap, taking his part at boarding-school later; then, failing to obtain his admission to West Point, he works his way through the ranks to his commission. "Signal Butte" covers a series of exciting adventures in Arizona, in which two boys are the central figures. This book will prove a great favorite with the boys especially.

EDITOR OF THE GREAT ROUND WORLD:

"I take the liberty of recommending as an excellent book for the young, 'Cuore, An Italian Schoolboy's Journal; A Book for Boys,' by Edmondo de Amicis.

"It is a very admirable and spirited work, as good for old as for young people, and ought to be in every home.

"From one of your subscribers at Great Neck,  
Long Island."

This book is published by Crowell & Co., Boston, and is indeed well worth reading. There are two editions—one illustrated, price \$1.50; the other without illustrations, price 60 cents.



**HON. WILLIAM EWART GLADSTONE,**  
Born December 29, 1809; died May 19, 1898.

# Current History



IN our last number we mentioned in the "Latest News" the sinking of the *Merrimac* at the entrance of the harbor of Santiago; since then a number of accounts have come, which we are sure you will be interested to hear. The brave fellows who were with Lieutenant Hobson were

Daniel Montague, George Charette, Osborn Diegnan, George F. Phillips, Francis Kelly, J. C. Murphy, and Randolph Clausen.

Before submitting his plans to Admiral Sampson, Lieutenant Hobson had worked them out to the smallest detail. Shortly before starting he told his plans to one of his companions. He said: "I am quite sure that we can reach to within three or four hundred yards past Estrella battery behind Morro Castle. I do not think that they can sink me before I can get there. When I reach this, the narrowest part of the channel, I shall swing the vessel around, stop the engines, open the sea valves, touch off the torpedoes, and leave the vessel lying across the channel, which is not as broad as the *Merrimac* is long.

Authority for pronunciation of proper names: Century Dictionary.



There are to be ten torpedoes below the water-line placed against the bulkheads and connected with each other by a wire under the ship. These torpedoes connect with the bridge, and they should do their work very quickly. I shall have four of the men on the deck with me, and in the engine-room two others. We will all be in our underclothing, with our revolvers and ammunition, in water-tight cases, strapped to our waists. Near the anchor forward I shall have one of the men placed, with an axe, and around his waist a light line which will be attached to the bridge where I stand. The minute that I order the engines stopped I shall jerk this cord; this will be a signal to him to cut the lashing and let go the forward anchor. He will then jump overboard and swim to the boat at the stern. The men in the engine-room, after stopping the engines, will open the sea connections, and then join the rest and throw themselves overboard. I shall fire the torpedoes the last thing, and this will insure the rapid sinking of the vessel." When Hobson was asked if he expected to escape alive, he said: "Well, I suppose the batteries on shore will make it pretty hot for us; but they will not be able to see very clearly, and I think we have a fair chance of getting away. We certainly shall not allow ourselves to be taken prisoners without fighting for it." All Wednesday night the crew were at work on the *Merrimac* to get her stripped for her final resting-place. Early Thursday morning a start was made, but the vessel was ordered back, as the delays in getting her ready had made it impossible to take advantage of the darkness. Very early Friday morning the second start was made, and this time she succeeded in getting

well in shore before the first glimmer of daylight; but soon the crews on the ships, who were anxiously waiting, saw the flash of the first gun on shore, and then a brisk firing began from both batteries and fort, which was kept up for some time. Of the *Merrimac*, nothing more was seen until broad daylight, when the top of her mast was discovered protruding from the water in just the position that Hobson had planned to place her.

Admiral Cervera sent a boat out with the news that the men had been captured, and to make arrangements for their exchange. Lieutenant Hobson's exploit has received universal praise from all parts of the world; he will unquestionably be promoted and receive special distinction from the Government.

One of the young officers on the *New York*, Cadet Powell, also displayed great bravery. He was detailed to command the *New York's* steam launch, which accompanied the *Merrimac* to pick up Hobson and his men if they succeeded in escaping from the harbor; he was the last man to see them. Speaking of the start, he said: "Hobson was as cool as a cucumber; when I shook hands with him, he said: 'Powell, watch the boat's crew when we pull out of the harbor. We will be cracks, rowing thirty strokes to the minute.' We followed about three-quarters of a mile astern of the *Merrimac*. When about two hundred yards from the harbor the first gun was fired from the eastern bluff; we were then about a half mile from shore. The firing increased very rapidly, and we lost sight of the *Merrimac* in the smoke which the wind carried off shore. The western battery finally was used and began firing. They shot wildly, and

we did not see where the shots struck. We then ran in closer to the shore. Then we heard the explosion of the torpedoes on the *Merrimac*. Until daylight we waited, just outside the breakers, about half a mile from Morro Castle, keeping a sharp lookout for a boat or swimmers. Hobson had arranged to meet us off that point; but thinking that some might have



ENTRANCE TO SANTIAGO HARBOR.

drifted out, we crossed in front of Morro. About five o'clock we crossed the harbor again, and in passing saw one spar of the *Merrimac* sticking out of the water; we hugged the shore just outside the breakers; the batteries saw us and opened fire; it was then broad daylight; and finding nothing, we finally made for the *New York*; the men behaved splendidly." Great admiration is expressed at the Navy Department in Washington at the coolness and pluck shown by Cadet Powell; he is likely to profit by his great courage. Young Powell is one of the cadets from the Naval Academy whom Lieutenant Hobson secured permis-

sion to take with him; they were in the class which Hobson instructed, and he wished them to accompany him in order that they might have practical experience in the effect of explosives on ships. At Annapolis young Powell was considered one of the brightest cadets; he graduated at the head of his class.

Spanish accounts of the blowing up of the *Merrimac* are exceedingly amusing. The official announcement is made that an American vessel, trying to enter the harbor of Santiago, "was sunk by the batteries"; the affair is described as a brilliant Spanish victory; it is also added that Admiral Cervera personally saved an American officer from drowning, as his ship was in close proximity to the cruiser during the engagement. The official report goes on to say that the mines guarding the harbor were exploded simultaneously with the opening of the fire from the ships, forts, and batteries; congratulations were sent to Admiral Cervera.



**E**ACH day is taken advantage of by the Spaniards at Havana to add to their defences. Earthworks are being rapidly thrown up in the neighborhood of the city; a signal service has been established to enable them to guard the coast at all the points, and they feel confident that a successful invasion cannot take place in that part of the island, as it is so well guarded with modern rapid-fire guns in the batteries, and quite a large force is concentrated there for the defence of the city.

Little, if any, news comes from the blockading squadron off the north coast of Cuba; there are, from time to time, reports of engagements and the landing

of troops; but official news has not yet been given out, and for this we must wait until the Government deems it advisable to publish it. Several regiments have been embarked at Mobile, and by this time are supposed to be off the coast of Cuba; they started in high spirits, and there was a great deal of enthusiasm on the part of the people who saw them start. They have probably gone by way of Tampa, and been joined there by the other transports.

A great quantity of ammunition and supplies will be sent with the troops, so that they may not suffer from lack of material to make the invasion successful.

One of our New York papers publishes a letter, written by a young girl in Havana to a friend in New York; it gives an excellent idea as to the true state of affairs in Cuba. Among other things, she says:

"Our fisherman brought in some papers from New York, and what a lot of lies they contain! My father and all the other officials say that we have food here for five months—flour, codfish, beans, and groceries—all brought down from New York, and salted meat from Montevideo. . . .

"Pa says that if you Americans had attacked Havana when you declared war it would have surrendered in five hours, but that it is now fortified so that it is strong as Gibraltar. You know, they built a great big railroad upon sticks, in front of the forts, and took cars of sand and dumped them down, so that they have a mound in front of all the forts about thirty feet wide and ten feet high. I went over the fortifications yesterday, and I saw fifteen of those immense 12-inch guns. They say they can shoot twelve miles. We have got 50,000 troops here in Havana, and 60,-

000 in the provinces, and some 40,000 volunteers. These are all veterans, and all the generals say that it would take an army of 200,000 to beat us. The coast is all supplied with telephone and telegraph wires, so that any time your boats attempt to land we can have a big force there in a couple of hours to drive them off. Part of Cervera's fleet is in Santiago. There is so much mystery about this! Whether the admiral is there or not, no one seems to know. The rest of the fleet, some fifteen vessels, is somewhere down in the Antilles, and Captain-General Blanco says they are going to attack your coast in about three weeks.

"The *Alfonso XII.* has been turned into a hospital ship, and all her guns have been taken out of her. You know she is the boat that was anchored opposite the *Maine* and had in her the pneumatic torpedoes. They say a man named Arjona had something to do with the blowing up of the *Maine*, but I guess it was Weyler's orders. . . .

"The whole city is divided up into sections on what they call the 'Humanity Committee's plan.' They find out who are in sympathy with the Cubans or with the United States; and in case Havana is bombarded all these people are going to be thrown into Cabanas or shot. The people are such fools they think nothing is known about what they are doing."



**WE** told you in a recent number about the unsuccessful result of the attempt to land an expedition in Cuba; this result was largely due, no doubt, to the fact that the Spaniards were advised in ad-

vance, through Spanish spies in this country, of the intended departure of the expedition. On May 31st, the steamer *Florida* returned to Key West, after having successfully landed an important expedition on the island. This time they succeeded in taking their departure without it being known to any one. The expedition, consisting of about four hundred men, with a pack-train and a large quantity of arms and ammunition, sailed for Guantanamo on the night of May 21st. The expedition was under command of Colonel Lacret, with whom was Captain J. A. Dorst, of the United States army. The men were equipped with canvas uniforms furnished by the Government, and had rations sufficient for fifteen days after landing; the pack-train consisted of seventy-five mules and twenty-five horses; the expedition landed on the coast of Cuba, Thursday morning, May 26th. The *Florida*, escorted by the gunboat *Osceola*, drew up close to the shore, and first landed scouts to ascertain if all was clear; these scouts were met by a band of 1,500 insurgents, under Captains Vereira and Rojas. There was absolutely no interruption to the unloading of the *Florida*, as no sign of a Spaniard was seen. This is the largest expedition which has ever been landed in Cuba in aid of the insurgents.



THERE is a very interesting account of the origin of the Red Cross Society in *The Churchman*. About forty years ago, M. Henry Dimont, a native of Switzerland, having witnessed the unnecessary suffering of the wounded, from lack of care, at the battle of Solferino, was so much impressed that he published

a book, pointing out the necessity of forming a corporation of nurses to work in the cause of humanity in time of war, regardless of nationality of the injured, and who should be permitted to aid the wounded on the battle-field, under the protection of a flag which should be recognized as neutral.

So much interest was taken in the idea that the outcome was a convention held at Geneva in 1864, which was attended by representatives from sixteen of the great nations of the world, who signed an agreement that they would protect members of the association when caring for the wounded on the field of battle. The society adopted for its colors the Swiss cross, as a compliment to its birthplace; they, however, reversed the colors, and the flag is therefore a red cross on a white field, and is the only military hospital flag of civilized warfare; it protects persons from molestation who work under the emblem performing services in aid of the wounded. Great care is used in granting permission to persons to wear this emblem; and in order that it shall not be taken advantage of to spy in the enemies' camp, private marks are added to prevent imitation. The headquarters of the International Committee is at Geneva; the president of the society is M. Gustav Moynier.

In 1882, Miss Clara Barton was delegated by the President of the United States to represent this country at the Congress of the Red Cross Committee, and was made a member of the International Board of Managers when the United States signed the international treaty.

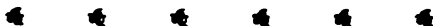
It was decided that the work of the Red Cross Society should not be confined to times of war, but that



in case of disasters and calamities, which were always to be apprehended, the organization was to provide aid. During the past seventeen years the American Red Cross Society has served in fifteen disasters and famines, and Russians, Armenians, and Cubans have received aid from this society.



**F**RIDAY, June 3d, Samuel Plimsoll, known as the "sailors' friend," died in England. Plimsoll was the originator of the famous "Plimsoll mark," and this is what caused him to be called the sailors' friend. Many years ago it was the custom of unprincipled ship-owners to send their vessels to sea very much overloaded; this was done to save the expense of a double voyage, for in those days there were few steam merchantmen, and sailing-vessels oftentimes took months for their voyages. The Plimsoll mark is painted on the vessel to indicate how much cargo she should carry. When a vessel has her full cargo the Plimsoll mark is at the water-line; laws were passed making it illegal to load vessels so deeply as to sink this mark below the surface of the water, and in consequence sailors' lives are not risked in overloaded vessels.



**S**OME very interesting questions have arisen in reference to the difference of time between Manila and New York. The difference between Manila and New York is about eleven hours; when it is five in the morning in Manila, it is four in the afternoon with us. In order to change Manila time to our time we must deduct about eleven hours. This is all very

simple so far as hours are concerned; but when we try to find out what day it is we run against a more complicated matter, for there is a certain place, or rather a certain mysterious line, which the great nations have agreed upon as the international date line. This date line is supposed to be the 180th meridian longitude reckoning from Greenwich; but this meridian is not actually followed, for in the case of the Philippine Islands it takes a long sweep, and passes to the west of them, and, in consequence, there is a difference of nearly a whole day between Manila and Hong-Kong, although the actual difference of time is but about half an hour. This difference causes all kinds of complications there, in that Hong-Kong and Manila are so near each other. A telegram dated at Hong-Kong, say, the 1st of May at one o'clock, will reach us April 30th; if sent direct to Manila it would reach there apparently nearly twenty-four hours before it was sent, for when it is Monday in Manila it is Tuesday in Hong-Kong. This will account for the receipt of the despatch in reference to Commodore Dewey's victory dated Hong-Kong, May 2d, stating that the bombardment was then taking place, whereas it was really Sunday, May 1st, in Manila. The necessity for having an international date line can best be understood if you will imagine yourself travelling around the world in some sort of a conveyance which enables you to keep pace with the sun; say, for instance, your start is on a Monday, with the sun directly over your head. If it were not for the international date line it would always be Monday to you; instead of this, each time that you cross the 180th meridian the day changes.

**A** REPORT has been received from Hong-Kong that the insurgent chief Aguinaldo, at the Philippines, has issued a proclamation that would seem to show that he hopes to make himself leader or dictator over the island.



A NATIVE OF THE PHILIPPINES.

The report goes on to say that he has issued orders that the lives and property of Europeans and all Spanish non-combatants are to be protected. It is said that his treatment of the captives has been very fair, and that he is conducting the campaign against Spain in a very able manner. Since he has taken charge of affairs the Spanish soldiers have lost battle after battle, and it is said that there are

now in Aguinaldo's hands over two thousand prisoners, including many officers. Aguinaldo reports that the Governor of Cavite (cā-vē-tā) has surrendered to him. One of the American captains has written to Hong-Kong, stating that it is his opinion "that the rebels have undergone a radical change since the arrival of Aguinaldo; the Spaniards have lost every

engagement, and if our people do not hurry, there will be no Spanish army left."

The American vessels have taken no part in the fight between Spain and the insurgents; Admiral Dewey has contented himself with superintending and insisting upon proper conduct of affairs. The news he sends is exceedingly cheerful, and he seems to be quite confident that he can hold out until reinforcements arrive; he anticipates no trouble in capturing the city of Manila.



**L**IEUTENANT CARRANZA'S missing letter has been found. You will remember we told in our last number of the arrest of a Montreal detective who had been arrested and accused of stealing it. It was not taken by the Montreal detective, but by a secret service officer of our Government. It seems that the Spanish officials at Montreal have been very carefully watched for some time, for it was known that they were spying upon our Government. The detectives had followed Minister Polo and his staff ever since they left Washington, and had secured absolute proof that Du Bosc and Carranza were collecting information and forwarding it to the Spanish Government. On the pretext of purchasing the house, they were shown all over it, and succeeded in securing a number of important letters, cablegrams, maps, etc., which were forwarded to the Government. The letter which Carranza has made so much fuss about was stolen in a very clever way. The detective took a sheet of fly paper, and in a careless way dropped it over the letter; then took up the fly paper and the letter attached

to it, and passed it to another detective, who at once forwarded it to Washington. Part of the letter has been published. It is addressed to his Excellency Don Jose Gomez Imay. In it Carranza expresses his regret that Imay was not appointed to command the Cadiz fleet; he speaks disparagingly of Camara and highly of Cervera; most of this part of the letter is in reference to his personal employment by the Government, and he expresses great anxiety to be away to the front and in active service on the fleet.

Speaking of his spy system, he says: "We have had bad luck because they have captured our two best spies. The Americans are showing the most extraordinary vigilance. I shall be extremely gratified to have a ship or a torpedo-boat to run the blockade, or anything rather than playing second fiddle." These quotations go to show that Carranza was not overpleased with the work of conducting the spy department in Canada. He takes the trouble to criticize Cervera's actions, and he alludes to him as "Don Pasquale," and says that he cannot believe that the Admiral would do such a stupid thing as to get caught in Santiago, his purpose being to attack the American fleet and delay the invasion of Cuba. This letter demonstrates very clearly the wisdom of the Government in keeping carefully guarded all knowledge of the movements of our army and navy, for Carranza has taken advantage of the statements published and information easily obtained heretofore, and has kept his Government informed, and has also personally been advising Admiral Cervera whenever opportunity offered: he speaks of having cabled to Cervera on 20th of May. Our Government has

made application to the English Government for the expulsion of the Spanish spies from British territory.

Kellert, the Montreal detective, has caused the arrest of both Du Bose and Carranza, in a civil suit for damages for false imprisonment; so the Spaniards are in hotter water than ever, especially as all of their money in the Bank of Montreal has been seized as security.



A VERY interesting account of life in Skaguay, Alaska, has recently been received. The account is written by a Wisconsin woman who, with her husband, went to Alaska to open a restaurant and hotel in Skaguay. She writes: "I never felt so lonesome in my life; I never worked so hard, but have never been so happy; money comes in so fast that we do not know what to do with it. At first, when there was no bank, we were obliged to hide the money in all parts of the house, and we were in constant terror. We had paper money, silver money, gold money, gold dust, and every form of currency that can be imagined hidden all over the house; and as the town was full of people who were without money, and who would not hesitate to cut one's throat for a dollar, we did not have a single moment free from anxiety. Early in the winter we did succeed in sending a number of thousands of dollars to Seattle, and were very much relieved when we received a receipt from the bank.

"The transportation companies are swindlers. They are persuading thousands of people to come to this awful country who will never be able to go back, and all for the sake of making the profit on transportation.



"Flour that we had shipped from Seattle, and which cost over \$5 per barrel, cost as much more for freight to this place. But as we sold it for over \$40 a barrel before it left the dock, we had nothing to complain of; and it was very poor flour at that, not fit for bread, and hardly suitable for the plainest kind of cooking.

"As for our restaurant, we started it with the idea of giving people good home cooking, and we can hardly serve the people, they come so fast. The restaurant is open day and night, and the tables always full. At first we got a good price for our meals, that is, from \$1.50 to \$2.50 for a dinner. But there is more competition now, and prices have gone down.

"The town is still filled with gamblers, and is a mining town in every sense of the word, although the troops keep the rough element in fairly good order. The town is particularly lonely for refined women, as there are very few here, and very little in the way of amusement for them.

"It is not so very cold. I have seen as severe weather in the States; and the thermometer rarely goes below 15 degrees below zero, and that is not so bad. But there is very little sun, and this we miss the most. We work by lamplight day and night.

"Whatever people may say about the Klondike, there is still plenty of gold there; and although we are making a barrellful of money here at this business, we will very probably 'up stakes' and go to the diggings. Every boat that arrives is loaded with gold-hunters, and Skaguay is crowded. Hundreds of people are camped between here and Chilkoot Pass, and are scattered all along the trail. This year will bring



many improvements in the line of travelling, and, in consequence, there will be less hardship."



**M**UCH interest has been awakened by the report of an interview with Señor Moret, ex-Secretary of the Colonies of Spain. He is reported to have said that "the Government does not know where it is going. There is no person in Spain who can tell the outcome of the present situation. The Government is not a fixed one, and allows matters to run in their own course heedless of the effect; in other words, matters are allowed to drift their own way. It is useless to conceal the fact that the Cabinet is not solid. Its members are working at cross purposes, the ministers lack energy, and, in fact, are absolutely incompetent, and simply trust to chance to get out of their present troubles.

"A campaign in favor of peace has been begun, and is progressing among the people. I am convinced that if the people were allowed to state their wishes, even the soldiers would advocate peace.

"It is difficult to say whether the regency will be overthrown, nor can I say what will happen to a country that is without guidance and with a foreign war on its hands. If the regency is overthrown it will be an immense misfortune to Spain. The affairs of Spain are in complete disorder."

This report comes by way of London, and would seem to confirm reports previously published as to the condition of matters in Spain.



**A** BILL for the removal of all political disabilities arising from the Civil War, recently presented in Congress, has passed and is now a law, as President McKinley has formally approved it. This bill refers to Section 3 of the Fourteenth Amendment to the Constitution.

This amendment made it impossible for any person to hold a political position in the United States who had taken up arms against the Government, if he had previously held a political position and had declared his allegiance to the United States. The law that has just been passed declares that "disabilities imposed by Section 3, Amendment 14, of the Constitution, heretofore incurred, are hereby removed."



**S**OME of the survivors of the terrible massacre at Sierra Leone reached New York during the past week. The story of their escape is a very thrilling one. It seems that among the natives in that part of Africa there is a secret society. When the natives feel that they have any grievance against a particular tribe or people, they send word to all members of the society that "pura" is declared against the offenders; this means that they are condemned to death.

As a result of the hut tax, which we told you about in a recent number, "pura" was declared against all English people in Africa. News soon reached the different missionary stations that this had been done; but the attack on the Rotufunk mission came almost without warning. Mr. Ward, who is the only one of these missionaries left alive, went in the latter part of

April to Freetown for supplies, and at that time there was not any sign of danger. Through natives the story of the massacre has been obtained. It seems that early on the morning of May 3d native women came running to the mission house and cried that an armed force was coming to capture the place. The missionaries had no means of defence; their only hope



GOVERNMENT HOUSE AT BONTHE ON SHERBO ISLAND.  
SIERRA LEONE.

of safety was in flight; but, unfortunately, they were too late. When the tribesmen arrived and found that the whites had left, they started through the bush, and soon captured all of the unfortunate missionaries. The tortures to which they put these poor men and women are too terrible to repeat. Death put a welcome end to their sufferings.

In the mean time, the colony of Americans at Shengeh received news that the natives had rebelled. A friendly native visited the mission and told Dr. Burt-

ner that the tribes had declared "pura" against this mission, and that he had better fly. Immediately the work of getting boats in readiness was begun, and the missionaries, together with the friendly natives, finally succeeded in reaching Freetown.

Miss Mullins, whose station was at Momliga, where she was the only white person, had a very narrow escape. April 29th, a band of natives came there shouting and singing. Miss Mullins ran to the river in the hope of finding a boat in which she could escape. The boats had all been taken by the natives, who had either fled or gone to join the war tribes. Knowing that there was no chance of her hiding in the bush, the brave girl decided that if she was to die she would die at her post.

She turned back from the river into the clearing, where the superstitious natives stood aside to let her pass. One of them seized her as she was passing, and asked her what she was going to do. She said: "I am going inside; I cannot escape you, you are too many for me. Leave me to myself for a short time." The man brandished a spear in her face, and said: "See, that is the blood of your friends; yours will soon cover it." But she did not falter, and the savages probably left her untouched for this reason. They are very superstitious, and must have thought that there was something supernatural about her. Shortly after this she heard the tramp of feet outside, and an English voice calling to ask if there was anybody inside; running out, she found that the British commissioner and a large force had arrived. And with them she made her escape.

When the Americans arrived at Freetown, a large

force of volunteers had been concentrated, and it is hoped that the uprising will soon be at an end.

In our previous number we mentioned the name of one of the missionaries killed at the massacre as "Kane"; it should have been "Cain."



ONE of our subscribers has asked why the flag of Hawaii has eight stripes and three crosses. There is a very interesting story told in reference to this peculiar flag. It seems that about twenty-five years ago, when the country was still a monarchy, it was quite frequently visited by war-ships of different nations. It is said that one morning the King discovered a French war-ship anchored safely in the harbor of Honolulu, and fearing that the French were there for purpose of seizing the island, sent for his Prime Minister, who advised him to raise a flag, and in this way advise the visitors that the islands belonged to some one. But the island did not possess a flag of its own; the only one the King could find at first was an old British flag. This he had run up to the top of the highest flag-pole. The flag had hardly been raised, when one of his chief advisers came running to him, and told him he must take the flag down immediately, for a British man-of-war was expected, and would be sure to claim ownership of the islands if the British flag was seen flying over the palace. So the King started on another flag hunt. This time he found an American flag, and, with great ingenuity, took the two flags, cut them up, and made a combination. Therefore the first Hawaiian flag had thirteen red and white

stripes, and the English jack in the corner. Later, it was decided that eight stripes, to represent the eight islands of the nation, would be more appropriate; therefore the extra stripes were cut off, and now the flag has eight stripes, four red and four white, and still carries the St. George's, St. Andrew's, and St. Patrick's crosses, the same as the English flag.

The superstitious natives believe that the ascendancy of the white people over the colored is due to the fact that the white stripe was left uppermost on the flag. They have frequently tried to have the flag changed for this reason, for they believe that, if the red is given prominence, the natives will again have the ascendancy.



ON the morning of June 8th, the first definite confirmation of the news of an engagement off Santiago was published. The vessels which are reported to have taken part in the engagement were the *Brooklyn*, *Marblehead*, *Texas*, and *Massachusetts* forming the first division; the *New York*, *New Orleans*, *Yankee*, *Iowa*, and *Oregon* the second division. Very early on the morning of the 6th, they steamed in toward the entrance of the harbor in double column, the first division to the left, the second to the right, the vessels being in the order named above. When about three thousand yards off shore the first division turned toward the west and the second division toward the east; the little vessels *Vixen* and *Swanee* remaining far out on the left of the first division to watch the riflemen on shore, and the *Dolphin* and *Porter* occupying similar positions on the right for the same

purpose. The fight was started by a 12-inch shell from the *Iowa*, which struck the base of the Estrella battery and tore up the works. This was a signal for

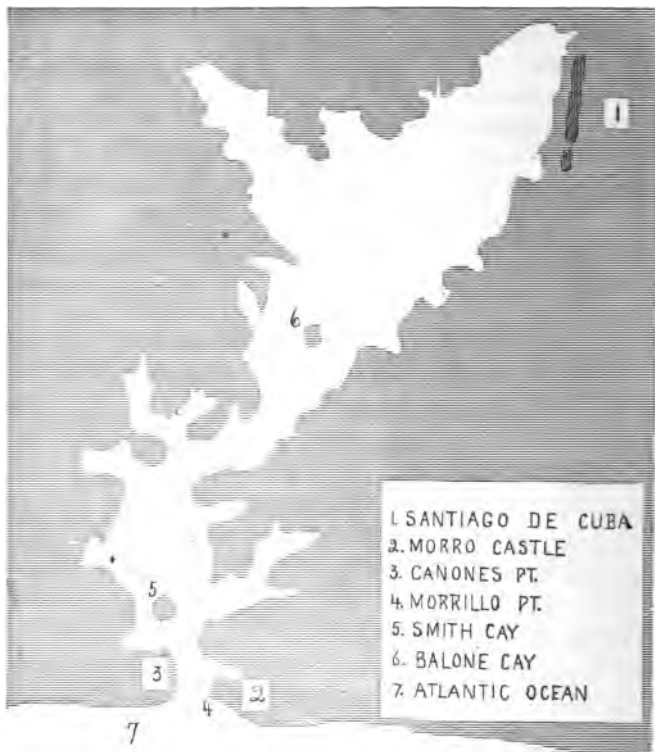


CHART OF SANTIAGO HARBOR.

all of the vessels to begin firing, and from that time until the firing ceased the bombardment was terrific. The vessels had run up in the beginning at the point where the range of the forts and batteries was known,

and, in consequence, although the smoke hung so thickly about the ships that the forts could not be seen, the shots were very effective. The vessels of the first division had been instructed to concentrate their fire at the fortifications at the left or west side of the entrance to the harbor; those of the second division attacking Morro Castle and fortifications to the right, and the Spanish vessels in the harbor which were within range. The Spanish gunners on shore replied promptly, but their marksmanship was of no better quality than in previous engagements, and it is reported that practically no damage was done to our fleet. It is reported that one Spanish shell struck the military mast of the *Massachusetts*, but nobody was hurt. One man on the *Swanee* was slightly wounded, and it is said that he is the only one who was hurt on our side. As the bombardment proceeded, Commodore Schley's ships moved nearer to the shore, and the effect of their fire at such short range was tremendous: earthworks were simply blown to pieces, and the Spanish gunners soon forced to stop firing. The Estrella fortification, which was probably the strongest one there, was given particular attention by Schley's column. The fort offered great resistance, but when the vessels had moved to closer range the heavy guns of the *Texas* and *Marblehead* were turned upon it. The Spanish guns were soon silenced and the fortification set on fire. The Cayo battery was silenced by the *New York* and *New Orleans* after a terrific fire of about half an hour. Many of the American shells were wasted for the reason that the fortified points on the shore could not be accurately located in the thick weather. There was a heavy rain and fog at the



time, and this made marksmanship much less accurate. Shortly after nine o'clock the firing from shore ceased, and a signal was hoisted by Admiral Sampson to cease firing. It was then seen that the earthworks and the Estrella and Catalina fortifications were so damaged that it is doubtful whether the Spaniards will be able to use them again.

Reports of the engagement make particular mention of the good showing made by the naval militia on the *Yankee*. They worked like old blue-jackets, pouring a savage fire into the enemy, and it was accurate too. They kept close in shore and paid particular attention to the batteries near the beach. This was their first experience under fire, and they showed the stuff they are made of. Indeed, they proved themselves so fond of that sort of thing, that when orders were given to stop the engagement, there was a great deal of amusement on board the larger vessels when it was seen that they hammered away with their stern guns as long as they were within range; even after the order had been signalled to cease firing, they turned slowly and reluctantly away, as if they were sorry to leave.



## **Latest News**

June 10th, "Old Glory" was raised on Cuban soil, and the welcome sight was received with rousing cheers by the marines, who had landed.

On Thursday, the 9th, orders were given to a number of the vessels to go to Guantanamo Bay and assist in a landing there.

On Friday, under cover of the guns of the *Oregon*, *Marblehead*, *Yankee*, *Yosemite*, *Porter*, *Dolphin*, and

*Vixen*, six hundred marines of the first battalion landed with small boats near Caimanera in Guantnamo Bay. This place had been shelled several days before, in order that the Spaniards should have no fortifications to aid them in preventing this landing.

No Spaniards appeared, however, and our men had soon landed tents and the necessary implements with which to make an encampment. The site chosen was the hill where the blockhouse had been, as this high spot was considered the most healthful position.

Orders were given to destroy the few houses and huts, to prevent all possibility of catching yellow fever from any germs which might have been lingering there. These hovels made a fine bonfire, as they were built of light materials with thatched roofs.

The men were glad enough to get ashore, for they have been cooped on the transports most of the time since April 22d, knocking about on the ocean. In that hot climate it is not over-agreeable to be on ship-board, even with ample room to move about in; but when crowded as the men on transports are, there is no end of discomfort.

All Friday afternoon and evening the men worked away at their camp, and were tired enough when they were ordered to turn in for the night.

Every precaution was taken to guard against a surprise, although no attack was expected. Saturday the men continued their work, which was getting along finely and almost completed, when late in the afternoon, while a large number of men were hauling water up the hill, and others, who had been working hard all day, were taking a swim in the bay, there

was suddenly heard the sharp crack of Mauser rifles, and the men knew that the Spaniards were there.

As a matter of course, the attack came from the thick underwood surrounding the rear of the camp, and soon the air was filled with bullets whistling around the heads of our men.

As soon as the shots were heard the men came running to aid their comrades. Many of them who had been swimming grabbed up their rifles and cartridge-belts, and began firing, without waiting to dress.

With great coolness the men were formed and soon repulsed the Spanish force. Firing was kept up until midnight. In the darkness the Spaniards became bolder and attacked the camp, the white tents making a good mark. If their marksmanship had been better, our losses must have been serious. As it was, however, but four men were killed—Assistant Surgeon J. B. Gibbs, Sergeant C. H. Smith, and two privates, William Dunphy and James McColgan. During the night the vessels off shore kept their powerful search-lights turned upon the heights, and this greatly interfered with the Spaniards, who could not leave the woods without exposing themselves to the fire of our men.

The first news of this, our first land encounter with the Spanish, was published on Monday of this week.

News of the fall of Manila, received Monday, the 13th, came by way of London from our ambassador there. But particulars were not given, and we do not know whether the city was surrendered to the rebels or to Admiral Dewey.

# The Great Round World

## And What Is Going On In It

VOL. II., No. 25.

JUNE 23, 1898

Whole No. 85

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## Letters

EDITOR GREAT ROUND WORLD:

Kindly decide the following difference of opinion. A holds that George Washington was made a *general* of the United States army, by special act of Congress, and that Grant, Sherman, and Sheridan were similarly honored. B says that George Washington's

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title by special act was *lieutenant-general*. Which party is right?

Thanking you for any courtesy, I am,

Yours,

ALFRED SANDER.

NEW YORK, May 5, 1898.

The following quotations from the acts of the Continental Congress answer your question as regards Washington. Grant, Sherman, and Sheridan were by act of Congress created *Lieutenant-Generals*.

"June 15, 1775.

"*Resolved*, That a general be appointed to command all the Continental forces raised or to be raised for the defence of American liberty.

"George Washington, Esq., unanimously elected."

"June 16, 1775.

"The president [of the Congress] informed Colonel Washington that Congress had yesterday unanimously made choice of him to be general and commander-in-chief of the American forces."



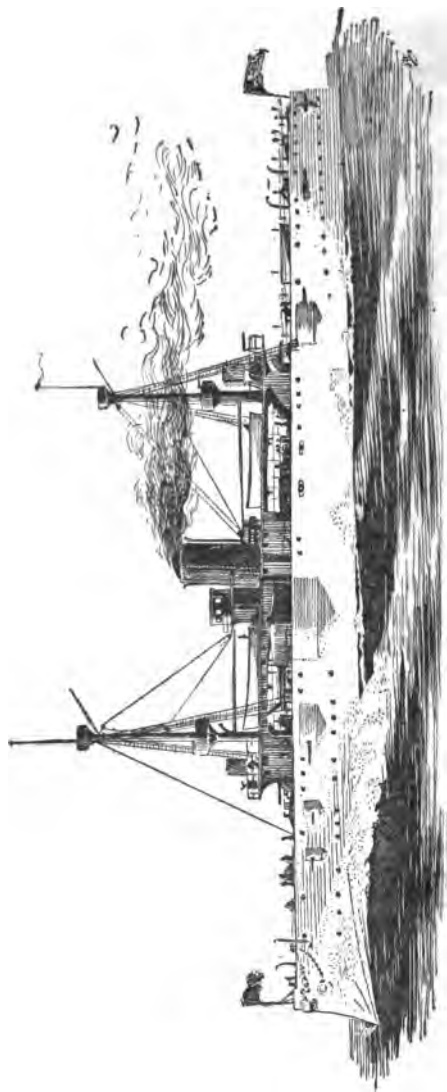
## New Books

Redway and Hinman's "Natural Advanced Geography" (American Book Company) will interest teachers especially. An immense impetus has been given to the treatment of geography as a science, during the past two or three years, by the report of the Committee of Fifteen. This book is the latest effort to present the subject in a rational way, the central thought

being to present the physical environment of mankind so treated as to show man's relations to that environment. Expense has not been spared in the production of this book, and it is another and a long step toward perfection.

"War Map of United States and Spain" (W. & A. K. Johnston, Edinburgh, Scotland). The publishers of this excellent little map have furnished in compact form a great deal of useful information; while the size of the map is but about 15x21 inches, it contains the Canary Islands, Philippine Islands, map of the Pacific Ocean showing the position of the Philippine Islands, map of Spain and Portugal, Atlantic seacoast of United States, West Indies, map showing the different Atlantic steamer routes. It goes without saying that the work is very carefully done: the coloring is excellent, and shows clearly the nationality of the different islands. The map is published in paper, price 1s.; in cloth covers at 2s.

"Round the Year in Myth and Song," by Florence Holbrook (American Book Company), is a charming collection, bringing in touch with each other the natural phenomena and good literature. The purpose of the book is to supply good selections appropriate to the seasons, closely weaving in with these the myths which owe their origin to nature, the seasons, day and night, etc. The author expects that reading of this kind cannot fail to create an intense love of nature, and it follows as a natural sequence that good literature in this connection strengthens the imagination and leads it into paths that lead to better things. The illustrations in this little volume have been selected with great care, and largely increase its value.



**THE UNITED STATES BATTLE-SHIP "TEXAS."**

# Current History



**U**NDER date of June 3d Admiral Sampson sent an official report in reference to the gallant exploit of Lieutenant Hobson.

In this letter Admiral Sampson states that he referred the matter of closing Santiago harbor to Mr. Hobson in order to obtain his professional opinion as to a sure method of sinking the ship. After considering the matter for three or four days, Lieutenant Hobson submitted a plan to Admiral Sampson which contemplated taking a crew of seven men and one officer, and begged that he might be the officer. The plan so pleased the Admiral that he granted the required permission, and early in the morning of June 3d it was carried out.

He further advises the Navy Department that the chief of the staff of Admiral Cervera came out under a flag of truce with a letter from the Admiral, speaking very highly of the great bravery shown by Lieutenant Hobson and his men. "I cannot myself," he adds, "too earnestly express my appreciation of the conduct of Mr. Hobson and his gallant crew. I venture to say that a more daring or brave thing has not been done since Cushing blew up the *Albemarle*. Referring to the inspiring letter which you addressed to the officers at the beginning of the war, I am sure that

Authority for pronunciation of proper names: Century Dictionary.



you will offer a suitable reward to Mr. Hobson and his companions."

This letter from Admiral Sampson is addressed to the Secretary of the Navy. The letter will no doubt be



A STREET IN SANTIAGO DE CUBA.

presented to Congress as a basis of special action, rewarding Hobson and the brave fellows who went with him.

There is a great deal of anxiety as to the fate of the brave lieutenant. It is feared that he may have been injured during the bombardment of Morro Castle, in which it is said he was confined.

Hobson, however, knew that he was running this risk when he went in. He knew that it was the intention of the fleet to bombard the fortifications, and that

if captured he would probably be within reach of the fire.

Admiral Cervera displayed such knightly generosity in sending word of Hobson's safety that it is not thought possible that he would have allowed the prisoners to remain in such a dangerous place as Morro Castle during the bombardment, for it is not customary in time of war for civilized nations to expose prisoners to the fire of their friends if it can possibly be avoided.

The wonderful accuracy of the marksmen on our fleet during the engagement at Santiago was shown by the way they avoided hitting that part of the fortress in which our sailors were supposed to be confined. A short distance beneath Morro Castle there is an old stone fortification. It was here that Lieutenant Hobson and his companions were supposed to be imprisoned; and this place was not fired upon; and although the batteries below, above, and all about it were wrecked by the shells, this solitary stone fortification was not touched. This accuracy is doubly remarkable when it is remembered that the day was dull and foggy and the excitement intense.



THERE have been a great many reports in reference to the cutting of the cables. You will remember that we reported in a recent number that the cables had almost all been cut, and that Cuba would soon be entirely isolated, and the Spaniards unable to either receive or send messages to Spain.

The cable which has given the most trouble was that connecting Santiago with Kingston, Jamaica. To cut this the cable steamer *Adria* was obliged to

work for several days within two miles of the harbor fortifications at Santiago, and in a spot exposed to any sudden dash by the Spanish torpedo-boats. But the very boldness of our men on the steamer seemed a protection, for the Spaniards, fearing some hidden design, left them severely alone, and the cable was finally severed.



REPORTS come to us from England that in the recent trouble in Sierra Leone one thousand people were killed. One hundred and twenty-five inhabitants of Freetown, most of them traders, are reported to have been massacred, and it is believed that other colonists suffered a similar fate. A large number of friendly natives have also been killed, and more trouble is feared.

Trouble over the boundaries in the Niger country is practically settled. The Convention, as the treaty is called, is ready for signature, and it is believed that the matter will soon become past history. France, it is reported, will get two commercial depots on the lower Niger for outlets for the French trade from the back country. Great Britain will gain considerable territory on the gold coast.



VERY interesting letter has been published recently in one of the New York papers. It is from Lieutenant Victor Blue, executive officer of the war-ship *Suwanee*. He tells how he went through the Spanish lines, met General Gomez of the insurgent army, and planted the United States flag on Cuban soil. It is said that he was the first American to plant the flag there.

Tuesday, May 31st, he left Key West on a secret mission, and arrived on Wednesday off Cay Frances on the north coast of Cuba, in sight of the enemy. He says that he could see from this point the smoke of five gunboats which were lying back in the harbor out of reach of the Suwanee's guns.

That part of the coast of Cuba is dotted with thousands of little islands called "cays"; back of them is a bay of sufficient depth to admit a large vessel. Lieutenant Blue undertook the dangerous task of running through the Spanish fleet in a small boat to reach Gomez's camp. To reach Gomez he had to sail about thirty miles.

Selecting his crew with great care from the large number of men who volunteered, he started out in a small boat late in the evening of June 1st, and was soon lost to sight among the small islands.

It proved to be a beautiful moonlight night, with a fair breeze. The men were all in very good spirits, and there was considerable joking. When some one called attention to the fact that there were thirteen men in the boat, a witty sailor spoke up and said: "Well, there are thirteen stripes in the United States flag, and that number ought to bring us good luck." And it did bring them good luck, for after four hours of sailing they reached the bay of Buena Vista without having encountered any Spaniards; nor did they in the next fifteen miles, the last and the most dangerous part of their journey, suffer any interruption. When they finally reached Gomez's outposts they were welcomed with great enthusiasm. Lieutenant Blue stepped ashore and planted the American flag on Cuban soil, and the Cubans and Americans gath-

## 786 Lieutenant Blue's Expedition to Gomez's Camp

ered around and gave three rousing cheers as the flag floated on the breeze.

Delivering his message and accomplishing his business as rapidly as possible, the lieutenant called his men and said they must start back, for not many hours of night remained for the return journey.

They had been sailing about an hour when the lookout passed the word back: "A light over the port bow, sir." It was a Spanish gunboat, and right in their path. Every man grasped his rifle, and it looked at first as if they were to suffer either death or capture, for at that distance the rapid-fire guns of the Spaniards would have made quick work of them. Capture for several of the crew meant almost worse than death, for two or three of the men were Cubans and well-known patriots, who would, if captured, risk torture, or worse still—a long imprisonment in a Cuban prison.

At first the only course open to them seemed to be to turn back to Gomez's camp. To do this meant at least a day's delay in getting important information to the ships outside, so Lieutenant Blue chose the more hazardous undertaking of attempting to pass the Spanish boat by crowding on all sail, using the oars at the same time. It was fortunate for them that the gunboat was exchanging signals with some signal-station as they approached, or they would not have seen her until too late. As it was, they saw her in time to sheer off and pass her without being seen.

When nearly out of the bay they saw, over one of the small islands, the topsails of two small vessels, and knew them to be two of the Spanish patrol fleet which the day before they had seen signalling to other

vessels in the harbor. Stealthily creeping around the island, they pounced upon these boats and took them completely by surprise. The Spaniards did not stop to fire except a wild volley which did no harm at all; overboard they went, helter-skelter, swimming and wading to the shore to finally rush into the bushes. Their anxiety to get away was such a ridiculous sight that our men began laughing, and were unable to shoot straight, and the Spaniards got away. The two boats were taken to the ship, signal outfits and various small articles taken from them as mementos, and then they were sunk, as it was impossible to bring them to Key West.



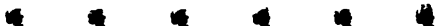
COMMODORE SCHLEY is said to have had a very narrow escape from being blown up by mines in Santiago harbor. The American consul at Kingston, Jamaica, Mr. Dent, obtained for Commodore Schley a pilot who was a Cuban, supposed to be loyal to the insurgent cause.

It had been planned to have this pilot guide Commodore Schley through the mine-field and into the harbor of Santiago. It was to be done at night, and the pilot claimed to know exactly where the mines were.

When he arrived on the flagship *Brooklyn*, Commodore Schley questioned him very closely about the harbor, and his information seemed to be so uncertain, and his answers to questions so shifty, that the commodore thought him a spy and sent him back on the *Harvard* to Kingston.

It has been discovered that he is a brother of the

most experienced pilot in Santiago; and it is believed that he is in the employ of the Spaniards, and had intended to destroy Commodore Schley's vessels by guiding them not past, but into, the mines. It has not yet been decided what shall be done with him.



**I**T is reported on all sides that Spain is in great financial difficulty. The cost of the war is, as we well know, enormous, and this great expense requires cash or credit. Spain has had great difficulty, because she lacks both.

It has been said that she will soon be reduced to the last extremity, which will be to open a "printing establishment." It is meant by this that she will be reduced to printing paper money, which may prove of as little purchasing value as the paper money issued in Cuba by Weyler.

With this condition in Spain, it is rather interesting to note our own financial condition. The Secretary of the Treasury has published a circular calling for subscriptions to a bond issue of small denomination, which means that the Government is to issue bonds or "promises to pay" of small dimensions. These are to be in as small sums as \$20, so that everybody who has any money to spare may be able to invest.

When it was announced that these bonds were to be issued, three banking institutions in New York City immediately requested permission to subscribe for the whole amount. While Spain is searching through Europe for somebody who will, upon any basis, take her bonds and provide her with money, we are able

to furnish from three banking institutions in *one* of our cities money enough to take all the bonds the Government will issue. This shows what tremendous resources we have.



ON the 9th, in the Spanish Chamber of Deputies, Madrid, great alarm was expressed by several members. Spain's Premier, Señor Sagasta, expressed much alarm at the situation. He referred to the unforeseen disaster at Cavite (Philippine Islands), and the later reports in reference to the success of Aguinaldo, the insurgent leader.

Referring to this success, Sagasta said the Government was not responsible, nor for the course Admiral Cervera has taken. It will doubtless be remembered that within the past few weeks the new ministry expressed great satisfaction at the ability shown by Admiral Cervera and the hopeful aspect of affairs under the management of the new ministry. The disposition to evade the responsibility for the various disasters is causing much discontent in Spain, and is more than likely to provoke a Carlist uprising.

Don Carlos has openly stated that he will not interfere so long as the honor of Spain is maintained, but that he will not hesitate to interfere if a vacillating ministry shows any signs of tamely submitting to defeat.

The disposition of the Spanish Government to publish false reports and to deceive the people of Spain is having more to do with this feeling of discontent than anything else. The feeling has grown, and it has been openly spoken of in the Chamber of Deputies.



Señor Sagasta evidently thinks it better to have the people know the worst rather than to deceive them. When we read the Spanish reports as given to the Spanish people we cannot but wonder that they submit to it, for they must surely have some means of knowing that the reports are, in the main, false and purposely misleading. On the one hand, they see some official report similar to that published June 8th, in which it was said "that the American navy under Sampson has fiercely attacked Santiago; they made three attacks on the forts, which we repulsed; the Americans retired with a heavy loss, estimated at about 1,500 men." In addition to this, the report states that their loss was immaterial and that our marksmanship was ineffective. Almost simultaneously with this report is published another, giving the true facts of the case: immense damage done to their batteries, and many men killed and wounded, and practically no damage to the American vessels; and this report is proved true by the fact that the vessels steamed in, bombarded the forts, received the Spanish fire, and sailed away without any sign of loss or damage.

It does not seem possible that the Spanish people, even the most ignorant, can long submit to such a course on the part of the Government.

One short month has made wonderful changes in the condition of Spain's navy. That part under Admiral Montojo in Eastern waters was practically annihilated by Admiral Dewey. The fleet at Cadiz includes practically all of the vessels now available for Spanish use, that is, all of any size, save two. In this squadron there are the *Pelayo*, *Emperador Carlos V.*, and the *Cardinal Cisneros*. These are the only vessels,

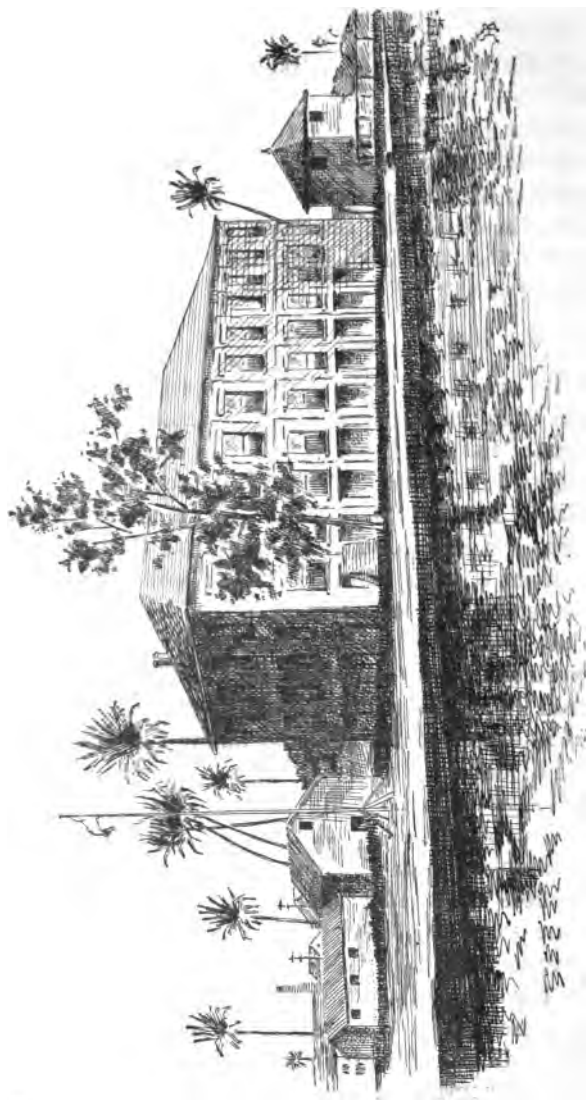
of any size, which are likely to give us any trouble.

With Cervera's fleet penned up as it is at Santiago, we need have little anxiety in reference to its future movements; and it is not believed that the Cadiz fleet will risk a meeting with our fleet. Therefore our invasion of Cuba and the Philippines is being pushed rapidly forward.



**S**AN Domingo, West Indies, is feeling very much the effect of the Spanish-American war. The President of the Dominion has issued a rather remarkable paper in connection with the proclamation of neutrality. In this he states that "by preserving strict neutrality we can succeed in avoiding the gravest effects of the conflict, but we cannot protect ourselves from its fatal effect on business. Misfortune cannot knock at our neighbor's door without bequeathing to us a portion of the sorrow it brings. This is felt by reduction of credit which affects immediately commercial interests, and limits the amount of business that can be done.

"The trade of San Domingo is particularly large in fruits. During these war-times great difficulty is experienced in finding vessels to carry the fruit. The same trouble is experienced in obtaining grain and other necessary material from the United States. These productions, too, have been very much advanced in price because of the enormous demand created by reason of the supplies needed for the American army. The prices in San Domingo have therefore been increased, and continue to steadily rise, and in conse-



THE UNITED STATES MARINE HOSPITAL AT KEY WEST.

quence the working people are feeling it very severely, because their wages, on the one hand, are being reduced, and, on the other, the price of food is being advanced."

President Heurieux adds: "At times of hardship such as these, the revolutionists seek to poison the minds of the people and provoke a revolution against the Government."

The purpose of this circular is evidently to let the people know that the Government of San Domingo is prepared to do what is right, and at the same time to protect its interests; and the purpose seems to be to warn the revolutionists that their movements are watched, and that they cannot safely interfere with the Government.



JUNE 7th, several men who took part in the fight on May 1st arrived at San Francisco. One of them, a surgeon from the *Olympia*, has given a very interesting description of the battle. "In the first assault," he says, "the flagship took the lead, the other ships following in her wake at about four ships' length distance apart. The Spanish fleet was closely approached as the ships sailed to and fro, each time bringing the fleets nearer to each other. While this plan exposed the American ships to a more severe fire, it gave their more expert marksmen excellent opportunity. It was exceedingly hot and still, and the men suffered excessively from the heat. When they finally drew off for breakfast it was a great relief to the sailors who had been working at the guns.

"During the first of the fight the Spanish admiral's

ship put out to meet the *Olympia*. The entire American fleet concentrated fire upon her, and she was so badly damaged that she had to turn and put back. At this juncture an eight-inch shell from the *Olympia* struck her stern fairly, and pierced through her boilers and her entire length, killing the captain and sixty men, and wrecking her machinery.

"During the heat of the fight two torpedo-boats moved out to attack our fleet. They were allowed to come within half a mile, when the fire from the *Olympia* was turned upon them. One went to the bottom, and the other was found later, thrown upon the beach completely riddled, after the principal Spanish ships had been destroyed.

"The *Concord*, *Petrel*, and *Raleigh* were sent in to handle the remaining vessels of the fleet. Our larger vessels could not approach closer because of their greater draught. Quick work was made of the Spanish vessels, which soon were unable to return fire.

"During the engagement several shots struck the *Olympia*. One of these struck the side of the ship near the hospital ward, and partly stunned the chaplain and nurses who were watching the fight through the portholes."

One of the other men, Paymaster Loud, who was on the *McCulloch*, and in a position to witness every movement of the American ships, and also those of the Spaniards, writes: "For two hours the cannonading was kept up. At one time I thought we must really put back. It looked as if every gun upon the Spanish ships, and those in the batteries and forts, were being fired at once. Tons upon tons of projectiles were apparently falling upon and over our ships; and this

great mass of iron and steel might have sunk any fleet if the Spaniards had not shot like children. Most of their shots went wide; many of them too high, and fell over the fleet into the bay beyond. Nearly all of the ships were struck more or less, but no material damage was done."



**C**ONSIDERABLE apprehension is felt in reference to the outcome in the Philippine Islands.

As we told you in a previous number, it is reported that the insurgent general, Aguinaldo, has evidently in view some exalted position for himself, either governor or dictator, and believes that the United States will aid him in securing this position. When he finds that we have some ideas of our own on this subject, and that our plans may not agree with his, he may change his attitude toward us and become an uncomfortable customer to deal with. It will certainly require great tact on the part of our representative in the Philippine Islands to restore order. The natives have been so accustomed to be governed by force, that it will take them some time to learn our ways, and what freedom means to law-abiding citizens.

It is very possible that it is for these reasons the Government is sending a much larger number of troops to the islands than was at first contemplated, for a show of power will unquestionably be necessary in establishing a stable government in Spain's former possession.

It is reported that there is a great deal of gold in several of the Philippine Islands. No doubt we will find that these new possessions will prove as valuable

as, or even more valuable than, Alaska. When there was talk of purchasing Alaska there was a great deal of objection raised, and much discussion as to the folly of purchasing at such a great price a land that was simply a mass of snow and ice. At this time many persons are not slow in criticising those who advocate the retention of the Philippines, for they consider



BRIDGE OVER PASIG RIVER, MANILA.

them as some sort of useless and extremely hot tropical islands, not taking the trouble to inform themselves either as to their size or their wealth.

Europeans living in the city of Manila have expressed great fear that there will be a general massacre by the insurgents. The insurgent army has been greatly increased in and around the city. Outpost after outpost has fallen into their hands, and it is almost certain that the garrison can hold out but a

short time. The insurgents have cut off the food supplies, and all attempts to open communication between other Spanish garrisons and Manila have proved fruitless. Our fleet absolutely controls the harbor, and all ingress from that side is impossible; and the insurgents have established a line of entrenchments around the city that are absolutely impassable.

News of the capitulation of the city is expected at any moment.

We mentioned in our last number that a despatch had been received from our ambassador in London that Manila had surrendered. He says that there was no foundation for the statement.

By way of Madrid a report is received that General Augusti has been endeavoring to obtain the assistance of the inhabitants, and that he expects to exhaust every means of resistance before surrendering. It would appear, however, that he considers the position almost helpless, and contemplates capitulation at an early date.



**W**EDNESDAY, the 8th, the army sailed from Tampa. Later news was received to the effect that it was to be held at Key West for further orders. The total force sent on the transports numbers about 20,000. Part of the regular cavalry was sent unmounted, and the men are dissatisfied, for they are accustomed to ride, and are not fitted for the duties of infantry.

This army of invasion consists of sixteen regiments of the regular army and eleven of volunteers. In addition to this there is a battalion of engineers, a de-



tachment of the signal corps, and five squadrons of cavalry, together with four batteries of light, and two of heavy, artillery.

Although it was pretty definitely known that the troops were to attempt a landing, the Government was extremely desirous that this news should not become public, for fear that Spain might send word to Cuba, and make possible a successful demonstration against us at the point of landing.

Considerable embarrassment might be caused if the Spanish in Cuba were to learn where our troops were to land and should decide to ruin the landing-place. This would necessitate building piers, as the heavy artillery cannot be handled except where there is a regular landing-place.

June 14th the first of the transports started from Key West after weeks of waiting. The fleet consisted of thirty-five troop-ships, four tenders, and fourteen war-ships to convoy the fleet.

The troops were embarked as long ago as June 6th; but when the vessels were all ready to start an order came calling a halt. This order came after several of the vessels had started, and it was necessary to send the gunboat *Castine* to overhaul and bring them back again. It was reported that the cause of the delay was the sighting of Spanish vessels off the coast; but the men could not conceal their disappointment. Late Saturday evening, the 11th, one of the small tugs steamed from ship to ship with an order to stand ready to sail by daybreak. In spite of the heavy storm, cheers were heard on every vessel as the soldiers heard the welcome news. It was Tuesday, the 14th, however, before the ships got away.

## Latest News

THE *Vesuvius* has at last had a chance to try her famous dynamite-guns.

She is a peculiar vessel and the only one of her kind. Instead of having guns mounted so that they may swing around, and up and down, her guns are built solidly into her forward part. These guns are 54 feet long and with a bore 15 inches in diameter.

Compressed air is used in place of powder, and the projectiles are sent the distance required by using greater or less pressure of air.

The projectiles look like enormous patent sky-rockets, for they consist of a head, like the body of the rocket, 7 feet long and 14½ inches in diameter; to this is attached a rod with a set of spiral wings at the end, which make the projectile go straight and head first.

The destructive power of these aerial torpedoes may be imagined when it is known that they contain over 200 pounds of gun-cotton. It is said by experts that if one of these shells exploded in the water within fifty feet of an unarmored vessel it would completely destroy her, and that a vessel hit by one would be blown to pieces.

It was late at night when the *Vesuvius* crept in to within six hundred yards of the shore near Santiago harbor. With a sound hardly louder than a cough the first projectile left its gun. A moment later there was a terrific explosion on shore, and rocks and earth were blown high in the air. But three shots were fired. Two wrought great havoc on land; the third passed over the promontory and fell in the

harbor behind, with what effect we cannot at present say.

Lieutenant Blue has made another plucky trip. Under instructions from Admiral Sampson he landed about fifteen miles west of Santiago, and, accompanied by Cuban guides, finally reached an observation point about six or seven miles from the city. From this place he was able to locate the different vessels of Cervera's fleet and also the encampments of the Spanish troops about the city. In addition he obtained much valuable information; the trip was most successful.

Our marines who landed near Caimanera have had their hands full keeping at bay the large force of Spaniards which surrounds them. On the 14th, Lieutenant Colonel Huntington sent out scouting parties, instructing them to carry the fight into the Spanish camp, and if possible to destroy their water supply. These scouting parties separated and started through the thickets, soon locating the different parties of the Spaniards in the bush. They succeeded in destroying the signal-station, and also the tank and windmill from which the Spaniards obtained their supply of water. The fighting was desperate, but the Spaniards were not able to withstand the spirited charges of the Americans, and soon retreated, leaving several hundred dead and wounded behind, and a number of prisoners in the hands of our sailors. It is reported through the Cuban scouts that large reinforcements are arriving from Santiago. The Spaniards evidently believe that the landing of the main army of invasion is to take place at this point.

## CUSHING'S FAMOUS EXPLOIT.

**I**N the report of Admiral Sampson on the bravery and coolness of Lieutenant Hobson and his men in sinking the *Merrimac* in the entrance to the harbor of Santiago, the deed is spoken of as the bravest since Cushing's destruction of the *Albemarle*.

William Barker Cushing was a young man when the Civil War broke out—only a little over eighteen. He had been to the Naval Academy, but had resigned before the beginning of the war. In May, 1861, he volunteered, and was made a master's mate. From the beginning of his career in the navy he showed great bravery and coolness, and won the esteem and trust of his superiors.

He had risen to be a lieutenant by 1864, when it was decided to make an attempt to destroy the *Albemarle*, a remarkable vessel called a ram, which had been built by the Confederates and had done great damage. The Confederates had no ship-yards in which to build vessels, and very poor facilities for getting the iron to cover them. At that time, you will remember, there were practically no ironclads. Vessels of war, like merchant ships, were almost all built of wood, an ironclad being a rare thing. Even those ships which were armored were very different from modern vessels, being built of wood, and the armor being put on as an outside coat. So it was with the *Albemarle*. She was built some miles up the Roanoke River, off Albemarle Bay, and the iron and the bolts for her armor had to be collected in the country round about.

The *Albemarle* had been very successful in sinking a number of Northern gunboats, and escaping always with none or very slight injuries. Two so-called picket-boats were constructed at New York under plans of officers of the navy. They were like little steam launches, with the forward part decked over; and on this deck a twelve-pound howitzer was mounted. A howitzer is a large calibre smooth-bore cannon. At the bow was rigged what was called a spar-torpedo, being a quantity of explosive at the end of a long stick or spar, and so controlled by ropes that it could be moved as desired, and fired when in place. These boats were sent to Norfolk by canal when finished in October, 1864, and Cushing, having volunteered to attempt the destruction of the *Albemarle*, was placed in charge. One of these picket-boats had been sunk in crossing the bay.

When all the preparations were made, which took several days, an attempt was made on the night of the 26th of October. But the little boat unfortunately ran aground, and it was too late, when she was floated, to go ahead that night. The expedition was therefore put off until the next night.

The *Albemarle* was tied up to dock at a place called Plymouth, and the officers, fearing an attempt might be made to blow her up, had taken great precautions. A thousand soldiers were on guard along the river front, and a crew of sixty men was on the vessel. Guns were kept loaded and ready, and fires were kept burning in the town to light up the river. The most effective protection, however, consisted of cypress logs fastened together and made into a sort of protecting raft surrounding the vessel. The night of the 27th

was dark and stormy, and Cushing set out at midnight with a small crew, and having in tow an armed cutter.

The original plan was to land on the shore below the vessel, take her by surprise, and if possible capture her, and float her down the river; if this was unsuccessful, she was to be blown up.

When the party had almost reached the *Albemarle*, a dog began to bark furiously, and aroused the sentry, who challenged the picket-boat, and, getting no answer, fired his musket as an alarm signal. Instantly all was excitement on shore: the fires were made to blaze up, the men sprang to arms, bells were rung, and all was confusion.

Seeing that secrecy was now out of the question Cushing ordered his boat driven at full speed toward the *Albemarle*. As he approached he found out what he had not before known, that she was protected by the log raft. His wit and coolness did not desert him, however. He swung his little vessel out into the stream to get the headway for a dash, expecting that he could drive her right over the slimy logs,—this he successfully did. All this time, since the alarm, the party was under a small-arms fire, so fierce that their clothes were shot through and through and the sole was shot off one of Cushing's shoes. Luckily the Confederate cannon missed fire. When she passed over the logs the torpedo-boat was within ten feet of the *Albemarle*, and Cushing coolly lowered his torpedo under her side and fired it, although as he did so the Confederates could be plainly seen only ten feet away, pointing a great cannon at the frail little boat and her brave crew. The trigger of the torpedo was pulled,

and with a great explosion a hole was blown in the bottom of the ram, which one of her officers described as "big enough to drive a wagon in." The explosion came none too soon, for almost at the same second the Confederates fired from a great rifled gun a charge of one hundred pounds of canister, which passed over the heads of the attackers, the aim being destroyed by the great heave of the ship from the explosion of the torpedo.

Some of Cushing's men surrendered when called upon, but he told every man to save himself and took to the water. He swam several miles; and, after hiding in a swamp, returned in an exhausted condition to the squadron. For coolness and bravery there has probably never been a greater naval feat.

The action of Lieutenant Hobson, in taking the *Merrimac* into Santiago and coming to anchor, as he did, as coolly as if in a friendly harbor, and then blowing her up, all under a heavy fire at close range, shows that the American navy of to-day does not lack its cool, determined heroes.

# The Great Round World

## And What Is Going On In It

Vol. II., No. 26.

JUNE 30, 1898

Whole No. 86

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**With  
the  
Editor**

We publish with this week's issue a summary of the war revenue bill, believing that it will prove of great assistance to many of our readers, copies of this bill not having been generally published.

The new war bonds have already been subscribed several times over. Before they were is-

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sued it was predicted in many quarters that one hundred million could not be raised by popular subscription. The great confidence that the people have in the Government is shown by the fact that one thousand million could have been raised if wanted.

In a recent issue we published a circular of the Dearborn Morgan School Auxiliary of the New York Ambulance Red Cross Society, but failed to give the name of the president, who is also acting treasurer. Communications should be addressed to Monroe Douglas Robinson, Overlook, Orange, N. J.



## Answers to Correspondents

J. T. A.—The *Wilmington* is a gunboat mounting eighteen guns.

MISS A. T., OCEAN GROVE, N. J.—

The *Turbina*, an experimental boat built in Europe, is said to be the fastest ever launched. She has made nearly forty miles an hour under favorable conditions.

The purchase of the *Holland* has not been announced by the Government as yet. The owners of this vessel offered recently to take her into the harbor of Santiago and make a practical test, provided the Government would compensate them for every Spanish vessel destroyed. This offer was refused, as it would be classed as privateering.

One of our subscribers has forwarded an admirable suggestion for a flag for the Anglo-Saxon alliance. The design contains the British jack with the stars

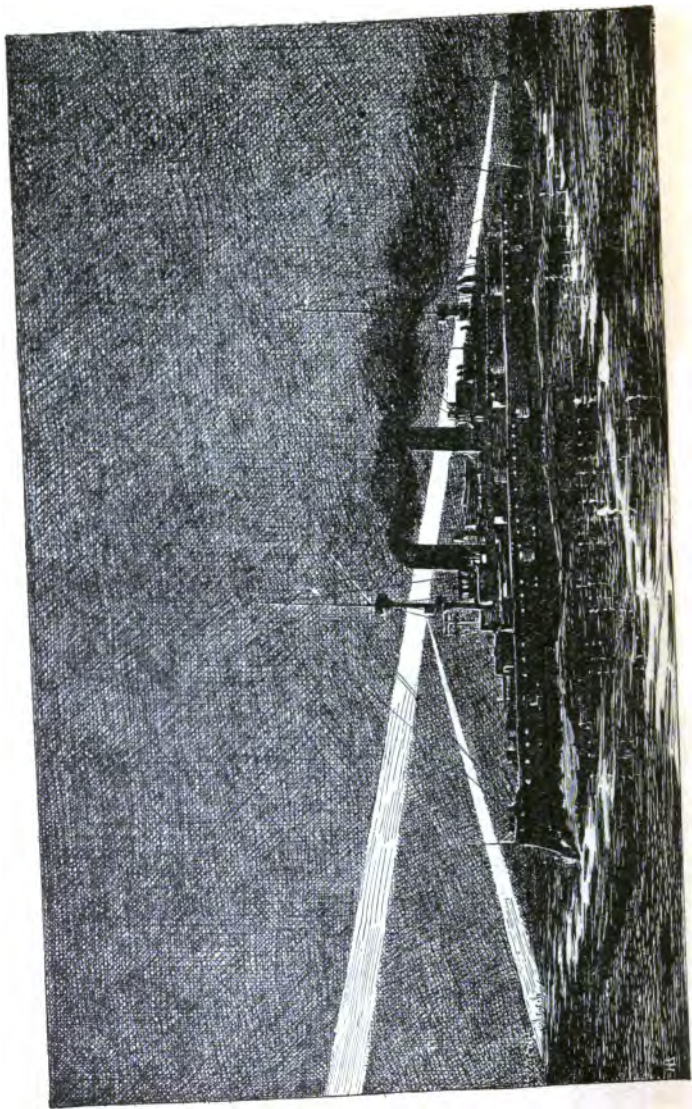
arranged in the triangles formed by the crosses; the field of the flag is composed of seven alternate white and red stripes.



## New Books

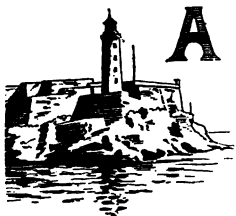
**I**T is our great privilege to review from time to time the new books for boys and girls, published by our great publishing houses. Occasionally advance copies are sent by them, that the reviews may appear simultaneously with the publication. This, of course, is a great aid to those of our subscribers who are teachers and seeking information as to new publications. During the past week advance sheets of an unusual book were received—unusual because it would seem to represent many years of careful study of children and nature, though it is merely a primer or first reading-book. It has not been our pleasure heretofore to see a more exquisite handling of this difficult task, the beginning of reading. The word-building, sentence-formation, and acquisition of vocabulary are so tactfully handled as to carry the pupil over the more or less monotonous repetitions necessary, without consciousness of this monotony. The consistent course of nature study woven through, and forming the basis of, the book is its greatest charm; the use of well-selected verses adds to this marvellously.

Permission to give title of book and name of the author has been withheld. We shall give them later.



BLOCKADING SQUADRON OFF HAVANA.

# Current History



**A**N officer of the Cuban insurgents recently arrived in New York with important despatches for the Cuban Junta from General Rodriguez, the insurgent commander of Havana province.

This officer and a Cuban pilot had made their way from the insurgent camp into the city of Havana, and spent several days there for the purpose of obtaining as much information as possible. They left the neighborhood of the city in a small boat of which they had taken possession, and rowed out to sea with the intention of reaching one of the American blockading squadron. For three days they rowed about without food; they were picked up on Saturday, the 18th.

They report that there are no supplies of rice, corn, or potatoes in Havana, and the supply of flour is so limited that it brings fifty cents a pound. The army has been placed on half rations, and the poor people are practically starving. All their horses and mules have been seized, and are being held in reserve to be used, if necessary, for food. Many of them have already been used for this purpose to supply the army.

The street cars in Havana have almost entirely dis-

Authority for pronunciation of proper names: Century Dictionary.

continued service, because the horses are needed for other and better purposes. This messenger reports that the statement that vessels have run the blockade and taken supplies to Havana is false. He says that occasionally a fishing-vessel does slip in, but the food received in this way amounts to practically nothing.

Work on the defences has been continued day and night. Torpedoes have been placed in the harbor across the entrance, and arrangements have been made to use the automobile torpedoes in case of attack. These torpedoes are guided from the shore and propelled by storage batteries or compressed air.

There are no Spanish war-vessels in Havana harbor except the *Alfonso XII.* and three or four small gunboats. It is reported that two new batteries, in which are mounted three eleven-inch modern guns, have been built just east of Morro Castle, and other batteries are being built. The trocha from Guanaboca has had additional forts built on it in order to protect the approach to Havana from that direction.

At Cardenas there is even greater suffering than at Havana, as the people receive no supplies, and are reduced to almost as great straits as the Parisians were at the time of the siege of Paris in the Franco-Prussian War, for small animals bring large prices, and even the dogs in town are being used for food.

It is said that Havana is receiving supplies from the south side of the island. The water there is too shallow for the large boats to enter, but the supplies are being sent from Central American ports and landed at the Isle of Pines. These cargoes are ferried across

to the mainland and shipped to Havana, a distance of about forty miles.

Our Government will undoubtedly take some measures to interfere, for of course the reduction of Havana will depend largely upon the shutting off of all kinds of supplies.

It is believed that the Government will not attempt a bombardment of Havana, but will adopt the slower and surer course of closely investing the place from all sides, and force it to surrender. This course will involve less loss of life, as great damage would be done to any of our vessels, if, indeed, they were not sunk, should they be struck by the projectiles from the great Krupp guns on the fortifications at the mouth of the harbor.

In apparent contradiction of the above reports, it is said in Washington that our Navy Department has known for some time that supplies of all kinds with the exception of war material have been shipped into Havana by way of the southern ports. These ports are not blockaded because the shallow water prevents our vessels from approaching. It is said that the Government does not wish to cut off food supplies to such an extent that the civilians in Havana will be left to starve, as this part of the population is what our Government wishes particularly to protect. Other plans for the reduction of the city may be used.

As soon as Santiago has been disposed of, our fleet will be at liberty to pay attention to the southern side of the island, and steps will then be taken to cut off food supplies if it is thought best to starve Havana into surrender.



**A** LARGE number of very powerful wire-cutting instruments have been ordered by the Government to be used by our army in opening a way through the famous trocha. The value of these instruments



A SECTION OF THE TROCHA IN CUBA.

*Copyright by R. H. Russell.*

will be very readily understood when it is seen what the trocha is like. The men will make short work of this great tangle of barbed wire, and the trocha will then cease to be a material obstacle to their progress.

Very possibly many of these wire-cutters will be sent ahead for the use of the insurgents who are operating in and about Havana.



JUNE 20 a despatch was received by the Navy Department from Commander Watson commanding the vessels blockading the north coast of Cuba, which undoubtedly refers to Lieutenant Hobson and his fellow prisoners. It reads as follows: "Captain-general states Spanish Government refuses to exchange prisoners."

The refusal of the Spanish Government to permit the exchange of the brave fellows who took the *Mer-rimac* into the harbor of Santiago is hard to explain. There have been many reports published in the papers, and rumors circulated to the effect that these prisoners are kept for the purpose of placing them where they may protect Spanish fortifications by their presence, for it is known that we will not fire at places where they are supposed to be confined; or else that it is intended by the Spaniards that they shall be placed where they may be killed by the American bullets. But these reports cannot be founded on fact, for Spanish officials are men, not brutes.

No doubt exchange is refused because the Spanish officials do not consider it advisable to allow the return of these men who have seen more or less of the inside of the defences; this is no doubt the real reason why they are held for the present. They know full well that no half measures will be used in retaliating if any cruel or inhuman methods are used in the treatment of Hobson and his companions. It may be that



the Spaniards are holding the brave fellows in order that they may be exchanged for some high official—Cervera, for instance, if captured.



**G**ENERAL SHAFTER has landed in Cuba. The landing took place about twelve miles west of Santiago. General Shafter with his staff and Admiral Sampson with his chief of staff landed opposite General Garcia's camp, and had a conference with General Garcia in reference to future plans.

The fleet of transports stopped about twenty miles off shore, with the exception of the one carrying General Shafter's pennant, which sailed in, as General Shafter wished to consult with Admiral Sampson in reference to landing. Later they met General Garcia, as has been stated, but the plans discussed were of course kept secret.

The trip to Cuba was made without accident. There were several cases of typhoid fever among the soldiers, but none serious; also one or two cases of measles on board. The men are delighted at the prospect of getting ashore and going to work.

Thursday, June 23, the first of the troops landed at Baiquiri (Bäë-kē-rē), about fifteen miles east of the entrance to the harbor of Santiago.

It is thought that Aguadores will be chosen as the landing-place for part of the troops, as there is a wharf there which was built for an iron company, and is suitable for landing the heavy guns of the siege-train. It is reported, however, that the Spaniards have established batteries in that neighborhood, so placed that they may be used with great effect in case of an attempted landing. Should this place be chosen, these

batteries must first be silenced, and to do this will take time. Then it will take several days to land the immense quantity of ammunition and stores necessary for the use of the troops, as but one ship can tie up at the wharf at a time.

Cable communication with the United States has been opened by way of Guantanamo. The cable steamer is at that place with supplies and men to establish shore communication with General Shafter as soon as a permanent camp is established.



IT is reported that the President will not wait to hear from Lieutenant Hobson to reward him for his brave deed in Santiago harbor. It is said that it has been definitely decided to transfer him from the construction corps of the navy to the line, and make him lieutenant-commander at once. It had been at first proposed to wait for Hobson's personal expression as to his choice between transfer to the line or promotion in the construction corps, but the question of his immediate release is so doubtful, and chances against his returning alive so many, that the Government does not wish to delay the promotion of the gallant lieutenant.



OUR authorities have been criticised by the foreign papers for making so much stir about the capture of Santiago. The London *Times* made a statement that "no direct military object will be gained by the capture of Santiago."

In making this criticism the writer no doubt had in mind that the loss of Santiago would not affect the

military strength of the Spaniards in Cuba to any great extent. But the presence of Cervera, and the large number of Spanish troops at this point, virtually cut off from communication with Blanco, was no doubt overlooked by this critic.

It will be a great piece of good fortune if the United States is successful in disposing of these troops and Cervera's fleet. Even though this may not be done immediately, our troops may be placed in such positions as to insure the retention of this section of the Spanish force in Santiago, thereby preventing interruption in the operations against Havana.



THE mines in Cuban harbors may not prove a very serious obstacle after all. Had they been properly laid, two of our vessels would have been in dry-dock now for repairs or else at the bottom of one of the harbors. Recently the *Texas* discovered that something was trailing astern, evidently having been fouled by the screw. When examination was made it was discovered that a mine had been picked up. This was found to contain sufficient gun-cotton to have seriously injured or destroyed the vessel, had it exploded. The *Marblehead* also had an experience of the same kind, but without serious result.

Commodore Schley has contradicted the report, recently published, that the pilot sent him from

Kingston, Jamaica, was a Spanish spy. He states that the man has furnished him with valuable information and charts of Santiago harbor.



JUNE 16 Admiral Sampson's fleet bombarded the batteries of Santiago for the third time. Only Morro Castle was spared; the other batteries were badly wrecked. The Spaniards at first replied to the fire, but not a ship was struck.

The night before, the *Vesuvius* was sent in and given a second chance. Three projectiles, each containing two hundred and fifty pounds of gun-cotton, were sent over the fortifications at the entrance, the purpose being to drop them into the bay back of Morro Castle, and, if possible, destroy the torpedo-boat destroyers lying there. Two of the charges went into the bay, as no report was heard; the third exploded with terrific violence on Cayo Smith. Spanish prisoners report that the citizens of Santiago say that the Americans are throwing earthquakes into the harbor. The shot that struck Cayo Smith, these Spaniards say, destroyed the battery, killing every man in it.

The bombardment by the fleet began at five o'clock in the morning. The gun captains were ordered to fire with great deliberation; but, in spite of this, the fire was so rapid that it seemed an almost continuous report. In fifteen minutes one heavy battery was wrecked; the *Texas* dropped a shell into the powder magazine and there was a terrific explosion.

The batteries on the east of Morro Castle were not so easily reached with the projectiles, though many shells were successfully placed. In one case a gun was

thrown into the air, having been struck in the muzzle by a shell.



**A** MESSENGER from one of the Spanish commanders was recently killed while attempting to penetrate the Cuban lines. The despatch which he was carrying contains the official Spanish version of the attack of the Americans upon the batteries in the harbor of Guantanamo. Its contents have been verified by extracts from a Spanish newspaper published in Santiago, which was forwarded to our lines by the Cubans.

This intercepted despatch is addressed to the "General Commander of the Military Division, Santiago," and states that the "American fleet appeared before the port of Caimanera and set fire to the Playa del Este, the cannonading lasting until five o'clock in the afternoon. As the Playa del Este has only two muzzle-loading guns and sand intrenchments, the detachment could do nothing before six ships, firing on them from all sides, and they retired to Managua and to Cuzco Hill, where they remain to-day, making sallies on the beach."

"I have also taken Enanto passes," the officer adds, "and the vigilant gunboat *Magne* is ready to fall on them where damage can be done. I remain in Caimanera, and will only leave when I think it is necessary. I have not been able to antagonize the American ships with rifle fire. The forts Sandoval and Cayo Toro used their pieces of artillery, but their effectiveness was interfered with by the shortness of their range. Sandoval has not over seven rounds of

armor-piercing projectiles, and the Caimanera did not fire, reserving its fire until the ships entered the channel. This is where its guns reach. Since Saturday the Americans have cut the cables, which are at the entrance and centre of the harbor, and I have not been able to reach them. But they have not again molested me except with two cannon shots Monday."

The letter states that it is thought that the Americans purpose laying torpedoes at this point, and suggests that some of the Spanish vessels be sent there. It also states that half rations are being served out, and that it will be possible to reach the end of the month only, especially so far as bread is concerned.

The letter closes with a statement that a trusted messenger had also been sent by way of the sea, and is signed "Felix Pareja, Commander Second Brigade, Eastern Military Division, Cuba."

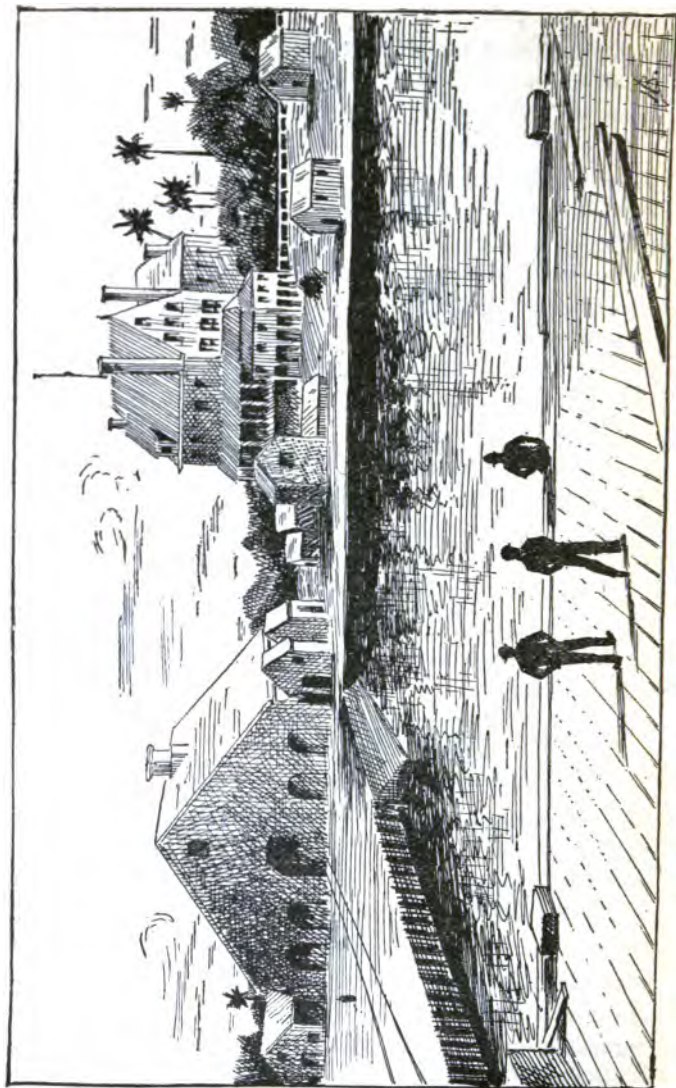
This letter was forwarded from Camp McCalla, Guantanamo, June 17th, by way of Jamaica. The camp at Guantanamo has been named after Commander McCalla, of the *Marblehead*.



THE insurgents are extremely active in and about Santiago. General Garcia has reached that neighborhood with four thousand troops, having come by forced marches from Banés.

On the 19th, Garcia was taken on board the flagship by the gunboat *Vixen*, which picked him up at General Rabi's camp, eighteen miles west of Santiago. He had a long consultation with Admiral Sampson regarding operations against Santiago.

General Garcia says the Spaniards are starving and

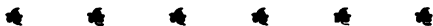


NAVAL STOREHOUSE AT KEY WEST.

cannot hold out much longer, and that the war in the island cannot last many months. It is planned to land several regiments of our troops at Guantanamo, in order that it may be held as a base for supplies until Santiago falls. The marines at Camp McCalla have not been molested by the Spaniards during the past few days, the Spaniards probably having had sufficient experience with the fighting qualities of these men. It is estimated that over three hundred have been killed or wounded since the marines landed.

Garcia's troops will prove of great assistance to our men, for they are thoroughly familiar with all of the passes in and about Santiago.

In speaking of the war, Garcia said to a correspondent: "I think the war will be over in a few months. You can beat the Spaniards easily, but it is very hard to drive them out." It is believed that the purpose of General Shafter is so to surround the Spanish army as to force a decisive action of some kind, and so end the matter. If this is not done, the war may degenerate into a series of skirmishes very similar to the Cuban-Spanish War.



FOR some weeks our vessels have been on the lookout for the British ship *Twickenham*, which it was reported was to furnish coal to the Spanish vessels at Martinique. When it was learned that this vessel had left Martinique bound for Jamaica, the *St. Louis* started out to intercept her, and succeeded in making the capture. It seems that our Government was advised by our consul at Martinique that the *Twickenham* had arrived with a cargo of coal con-



signed to the Spanish consul, which the local government would not permit that official to receive, and that the vessel had thereupon sailed with the evident intention of discharging the cargo at some Cuban port. When captured, the captain of the *Twickenham* expressed complete ignorance as to the destination of the coal he was carrying. Our Government will not, however, let the vessel go until the question is settled as to what it was intended to do with the coal.

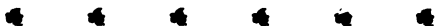


THE Naval Reserves on board the *Yankee*, according to reports, have been doing some very excellent work. Commander Brownson has been very strict in his discipline and has spared no effort in making old tars of the young fellows. Practice with the guns has been constant, and every incentive is offered to the men to perfect themselves in seamanship.

Every precaution in reference to the health of the crew has been enforced in the strictest fashion. The men are obliged to wear flannels at night, for the nights in the tropics are almost as cool as the days are hot, and it is at this time that the fevers are contracted.

Letters received from the men speak in the highest terms of their commander, and it is evident that commander and crew are in perfect sympathy with each other, and work together in a way that will make them famous.

There have been but two serious mishaps on board. In one case the cartridge in one of the guns hung fire and exploded when the breech was opened, killing one of the marines. While in Santiago one of the Spanish shells burst over the vessel, and one of the fragments struck Solon Kennedy, one of the crew, inflicting quite a severe wound. It is expected that he will recover.



**A** MANIFESTO has recently been published by the merchants of Barcelona, Spain, setting forth the certain ruin that is being brought on Spain by this Spanish-American war, and apparently advocating the surrender of Cuba before it is too late. This is very significant, as the inhabitants of Barcelona and that part of Spain have been among the stoutest defenders of the policy of keeping Cuba at all hazards.

This section of Spain is the centre of a manufacturing district, and large fortunes have been made from Cuban trade. It also furnishes the larger part of the war supplies for the Government, and one would suppose would be the last from which should come the suggestion of a change in the war policy. That these merchants have suggested this is a sure sign that they see that which is so clear to all the world, namely, that Spain has no chance, and that to save what she has left she must move quickly and stop the war.

The forlorn hope that foreign nations might intervene seems to have been given up in Spain. Reports are being published from time to time that supplies are being furnished by foreign nations. But it must not be overlooked that, if they are, it is probably the

work of private manufacturers, which it is almost impossible to prevent. At the time of the Franco-Prussian War much contraband material was shipped from this country, in spite of the precautions of our Government to prevent it. If this could be done from a country so distant, it is not strange that it is done at this time in Europe.



**T**HE Spanish fleet at Cadiz is very much like the king of France in the old nursery rhyme, "went to sea and then went back again."

Some days ago it was reported to have sailed from Cadiz through the Straits of Gibraltar, and many people thought that it had started for the Philippines. When it started there was a great display at Cadiz, and much enthusiasm, but it is now believed that there was no intention of going to the Philippine Islands, or in fact doing anything beyond taking a practice cruise to mislead our Government and the Spanish people, for the fleet has put into a Spanish port again. The Spanish people have openly expressed their dissatisfaction at the apparent inactivity of this fleet, no steps having been taken to recover the ground lost in the Philippines.



**W**HEN the transports arrived in Honolulu harbor, Hawaii, on their way to Manila, the people turned out and gave our men a cordial welcome. The troops were given a run on shore, and were granted the freedom of the city.

President Dole and his cabinet had a reception for

the officers and an entertainment for the soldiers. The affair was very informal, and the greatest cordiality was shown on all sides.

The Spanish consul at Honolulu raised serious objections to this entertainment of the troops, and sent to the Hawaiian Minister of Foreign Affairs a protest in which he stated that he entered "a formal protest with the Hawaiian Government against the constant violations of neutrality in this harbor while actual war exists between Spain and the United States."

The Hawaiian minister replied to this communication that, "Owing to the relations now existing between this country and the United States, this Government has not issued a proclamation of neutrality in reference to the present conflict, but on the contrary has tendered to the United States privileges and assistance, for which reason your protest cannot receive further consideration than to acknowledge its receipt."

\* \* \* \* \*

**T**ROUBLE has broken out among the Albanians in Berane, near the border of Montenegro, and the situation there is very grave. It resembles the troubles which preceded the Servia-Montenegro War against Turkey in '76, and it is to avenge the death of Christians in Albania.

Many outrages have been committed. The Sultan has despatched troops to the disturbed district, and there has been much fighting.

It is reported that the Albanians have killed many women and children. Turkish soldiers have been sent to the districts, and are using very severe measures to put down the revolt.

**T**HE great college boat race between the 'Varsity crews of Harvard, Yale, and Cornell was rowed on Thursday, June 23, at New London. Plucky Cornell is again the winner.

The race was postponed from the day before on account of the weather. Thursday was an almost perfect day, and the three crews lined up for the final struggle, with everything in favor of a good race.

As the crews paddled to their places, the crowds which lined the shore of the Thames and crowded the boats and observation cars cheered their favorites to the echo; flags waved and whistles blew. Then promptly at half-past twelve a great hush fell over the multitude as the boats took their positions and the referee's voice was heard calling out: "Are you ready, Cornell? Are you ready, Yale? Are you ready, Harvard? Are you all ready?" Then the sharp crack of a pistol, a dash of twenty-four pairs of oars into the water, and the great race had begun.

Yale caught the water a fraction of a second before her two competitors, and the bow of her boat jumped to the front. Cornell at first pulled the quicker stroke, 38 to the minute; Yale and Harvard but 36.

Each was trying to secure the lead, and in the first few seconds there was a desperate struggle for this advantage. Then they all settled down to their work.

At the end of the first eighth of a mile Yale was a few feet ahead of Cornell, and Harvard the last of the three. At the quarter mile Yale had a clear lead of one-half a length, but the rowing of the Cornell crew was simply superb. Poor Harvard was keeping pluckily at her work, but the race was lost to her

from the very beginning, as she was clearly out-classed.

At the half mile the order was: Cornell first, Yale a third of a boat length behind, and Harvard two boat lengths behind Yale.

From this time forward the order of the procession did not change, Cornell rowing a steady 32 to the minute and Harvard and Yale 34 strokes, until the final half mile was reached.

Never has better work been done in a boat than that done by the plucky Cornell boys. Uniform throughout and with a snap due to conscious power and skill, they forged slowly ahead of the other boats, until at the two-mile flag two lengths of clear water were between their boat and Yale's. As the fourth and last mile was begun this had grown to four lengths. Then came the final struggle, the Yale crew struggling manfully, determined to fight it out to the last, Harvard hopelessly but pluckily winding up the procession, and Cornell—the victorious Cornell—continuing her stroke with clock-like regularity, crossing the line four lengths in advance of Yale.

Not a man in either of the crews gave out. It was a contest won by pure pluck and skill.



## **Latest News**

Wednesday, June 22, the landing of troops was begun at Baiquiri (bāē-kē-rē), a small town about fifteen miles from the entrance to Santiago harbor.

There are good docks at this place, and a road leads from there to Santiago. These were, no doubt, the reasons for selecting it.

Before the landing was begun the Spanish troops were driven away by a brisk fire from our ships, and our men met with no opposition when they reached the shore.

Thursday, skirmishers under General Lawton, aided by a force of five thousand Cubans under Generals Rabi and Garcia, were thrown forward to engage the enemy, and it is reported that brisk fighting was kept up all that day and night.

On Friday, June 24, we met with our first ambush in the Cuban campaign.

Early on that morning four troops of the First Cavalry, four of the Tenth, and eight of Roosevelt's Rough Riders, less than one thousand in all, advanced on foot to aid Lawton's skirmishers and open the way to Santiago.

When about five miles from that place they were met by a heavy force of Spaniards, estimated at over two thousand, who attacked them fiercely from the thick woods through which the road ran.

The Spanish troops had every advantage, as they were strongly ambuscaded, and the first intimation that our men had of the presence of the enemy was a terrific fire from the thickets on the mountain-sides.

In spite of the fact that they were greatly outnumbered, our men went forward with great dash and bravery, and drove the Spaniards before them.

According to reports published Monday, seventeen of our men were killed and at least fifty wounded. The greatest loss was among the Rough Riders, who led the other troops. The officers killed were: Captain A. K. Capron and Sergeant Hamilton Fish, Jr.; Privates Hefner, Emroe, Leggett, Russell, Dawson, Do-

herty, and Irvine, of the Rough Riders; and Dix, Krupp, Bjork, Kolbe, Dannut, Berlin, and Stark of the First Cavalry, and Corporal White of the Tenth.

The wounded were: Major Brodie, Captain McClintock, and Lieutenant J. R. Thomas, of the Rough Riders; Captain Knox, Major Bell, and Lieutenant Bryam, of the Cavalry, and about fifty privates.

Hamilton Fish, Jr., who was killed, was one of the best-known young men in New York. He was a grandson of Hamilton Fish, Secretary of State in President Grant's Cabinet, and a nephew of Stuyvesant Fish, former speaker of the New York assembly. Mr. Fish was a graduate of Columbia, and one of the crew which won at Poughkeepsie in 1895. He was an all-around athlete, a splendid rider, and considered by Colonel Roosevelt as one of his most able officers.

A cable message from Admiral Sampson, dated June 23, contained the pleasant news that Hobson and his companions are confined in Santiago and alive and well.

A flag of truce was sent from our fleet to ascertain Hobson's whereabouts, and whether the men were confined in Morro Castle. Now that it is known that they are not there, there is no reason why the defences at the entrance of the harbor should not be destroyed.

Monday, June 27, news of the arrival of the Spanish fleet at Port Said was published. There seems little doubt now but that the Philippines is their destination. Port Said is at the entrance to the Suez Canal, and the ships are making preparations to pass through.



## THE WAR REVENUE LAW.

**A** GREAT war costs a great deal of money, and the methods of raising this money are necessarily a subject of careful thought. The Spanish-American War means at present a direct expenditure of about a million and a quarter of dollars a day; and with the increased army that is to be put in the field shortly, under the President's second call, this will be much increased.

Various methods have been suggested for raising this necessary income, and finally Congress has passed a bill called "The War Revenue Bill," imposing taxes on many things. All but a few of the taxes go into effect on the 1st of July. The few became operative immediately upon the signing of the bill, on the 13th of June.

Among the provisions are annual taxes as follows, to be paid by persons doing business as: Bankers (with under \$25,000 capital), \$50—\$2 for each additional \$1,000 of capital; brokers, \$50; pawnbrokers, \$20; custom-house brokers, \$10; insurance agents, \$12; proprietors of theatres, concert halls, and music halls, \$100; circuses, \$100; all other shows, \$10. Each public billiard-table and each bowling-alley in the country, \$5.

It will be readily seen that from these items alone a large income will be derived, for there are, we all know, thousands of theatres, halls, etc., and many thousands of persons are engaged in the lines of business taxed.

But there are other forms of taxes which will bring

in a still larger amount. Every check that is issued after July 1, 1898, must have on it a 2-cent revenue stamp; every \$100 worth of stock or bonds issued must pay 5 cents, and every transfer of stock 2 cents; every bill of sale or agreement to sell, 1 cent for each \$100; all notes, 2 cents for each \$100; every express money order, 4 cents; every express package handled pays 1 cent tax; all public telephone messages, 1 cent; every memorandum of sale, 10 cents; all deeds for property, 50 cents for each \$500; all telegrams, 1 cent each; 10 cents for each \$100 of life insurance issued after July 1; one-half cent on each \$1 of premium paid for fire insurance; all leases, 25 cents for one year; if for a period between one and three years, 50 cents; over three years, \$1; mortgages, from 25 cents up; steamer tickets for foreign ports, \$1 if cost is under \$30; \$3 between \$30 and \$60; over \$60, \$5. Every receipt given for an amount over \$5, 1 cent.

It will readily be seen what an enormous income this will mean, applying as it does to the whole United States, where hundreds of thousands of checks are used every day, and where all the other things taxed are so numerous. Think of the number of telegrams, the number of receipts, of leases, etc.

The natural tendency will be to reduce the number of checks and other documents used, but the necessary number will still be very great, and the income from this taxation will amount to an enormous sum in a year.

Another tax that will bring in a great revenue is that on patent medicines, which amounts to about one cent on every 25 cents of retail price. All medicines sold bottled or in pills or packages will be subject to

this tax, and a stamp will be placed on the bottle or package to represent the payment of the tax.

All manufacturers of petroleum and sugar are taxed, and the revenue tax on beer is increased. But perhaps the most sweeping of all is the tax on legacies. On every \$100 willed by a relative, a tax of at least 75 cents has to be paid. The rate varies with the degree of relationship: the nearer the connection, the lower the rate. This form of tax is considered by many a very just and fair method of obtaining revenue, and is already employed by many of the States.

These taxes are called "Internal Revenue Taxes," in distinction from custom duties, and are collected by Internal Revenue Commissioners appointed by the President as part of the Treasury Department. Stamps, very like postage-stamps, are printed and are pasted on the article in all cases where the tax is small, such as checks and all other papers, and in the case of patent medicines. In the class where persons engaged in business pay an annual tax, and on legacies, the commissioners are expected to collect the tax, and, to make it sure, it is a finable offence for any person to fail to pay any tax to which he is subject.

The taxation under this new law is very similar to that imposed during the Civil War.





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